

CANADIAN SETTLERS' HANDBOOK



BY
KEITH MORRIS



FARM WORK IN CANADA

For the latest details of Agricultural Conditions, and how to buy land in Canada, application should be made to the Canadian Pacific Department of Colonisation and Development, which arranges for Families and others going to Canada under the Empire Settlement Scheme. For reduced fares for settlers, write or call at

any Canadian Pacific Office

CANADIAN SETTLERS' HANDBOOK

BY

KEITH MORRIS,

Author of:

*"Canada"; "The Story of the Canadian
Pacific Railway"; "Louis Botha";*

"The Story of Lord Mount Stephen";

"The Canadian Rockies";

"Canada's Jubilee:

The Drama of Sixty Years"; etc.

WILLIAM STEVENS LTD.,
12-14, RED LION COURT, LONDON, E.C.4.
1929

INDEX.

	Page
A gents-General	32
Agricultural Colleges	76
Alberta	27, 32, 36-38, 57, 71
Artisans	65
Assisted Passages	7-10
B aggage	82
Boy Settlement Schemes	21-28
British Columbia	32, 38, 41, 57, 71
C anadian Pacific (Settlement Schemes, Farm Lands, etc.) 8, 19-21, 30, 32, 36, 57, 58-61, 62-63, 73-74, 79	
Churches	78
Cities	(See <i>Various Provinces</i>)
Clan Donald Settlement Scheme	28
Climate	(See <i>Various Provinces</i>)
Clothing	81
Colonization Boards	30
Cost of Living	65
Currency	80
D omestic Servants	7, 66-74
E ducation	74
Emigration Agents	30
Ex-Service Family Settlement Schemes	13
F amilies (Reunion of)	9
Family Settlement Schemes	13-20
Fares	8-11
Farm Cottages	19
Farm Labour Schemes	11-14, 20
Farm Labour Service (Canadian Pacific)	62
Farm Land Values	55
Farm Loans	24
Farming Opportunities	35-61
Farm Workers	7, 61-63
Food (Retail Prices)	65
Free Passages	9
H omesteads	56
Household Workers	7, 66-74
Hostels (Women's)	72
Hudson Bay Company Farm Scheme	20
I mmigration Halls	87
Immigration Inspection.. .. .	33

Lands—

	Page
Canadian Pacific	58-61
Homestead	56
Provincial Governments	57
Landing Cards	80
Landing (Ports of)	65
Living (Cost of)	8
Loans (Fares)	24
(Farm)	82
Luggage	24
M acdonald Agricultural College	41-43, 71
Manitoba	33
Medical Examination	11
Ministry of Labour Settlement Schemes	80
Money (Currency)	79
Money Orders	18, 43-44, 57, 70
N ew Brunswick	10
Nomination (of Settlers)	32, 44-46, 57, 70
Nominated Passages	26, 32, 47-50, 57, 70
Nova Scotia	80
O ntario	50-51, 70
P orts of Landing	32, 51-53, 57, 70
Prince Edward Island	81
Q uebec	84-87
R ailway Distances	79
Railway Journey	65
Recreation	9
Rents (House)	53-55, 57, 71
Reunion of Families	83
S askatchewan	10
Settlers' Effects	79
Special £10 Passage Rate	87
Sport	78
T axation	74
Teachers	84
Traffic Regulations	79
Travellers Cheques	81-84
V oyage	21-23, 26, 28
W ages (Farm Workers)	69-72
(Domestic Servants)	66-74
Women Household Workers	

ILLUSTRATIONS.

"A Farmer's Boy"	Frontispiece Facing Page
Off to Canada by Canadian Pacific Liner	8
Keeping Fit During the Voyage	9
The Sort of People Canada Wants	12
A Happy Party of Domestics for Canada	13
Party of British Boy Settlers	20
Children Listening to the Gramophone in Mid-Atlantic	21
First Sight of the Land of Opportunity	24
Picking Apples in Nova Scotia	25
First Class Day Coach, Canadian Pacific Train	28
The Immigration Building at Winnipeg	29
Farm on the Saint John River, New Brunswick	36
Tapping Maple Sugar Tree for Syrup	37
Shooting Prairie Chicken	40
A Prosperous Farmer's Home, Western Canada	41
Ice Hockey—Said to be the Fastest Game in the World	52
Canadian Pacific Train Leaving Montreal for the West	53
Out for the Morning Swim, Quebec	56
A Typical Prairie School House	57
A Family Party near Banff, Canadian Rockies	60
On the Train in Canada. A Re-visit to the Old Country	61
Unloading Milk to Creamery, Vermilion, Alberta	66
Feeding the Chickens, British Columbia	67
Sheep Farming, Saskatchewan	68
Returning from the Fields, Western Canada	69
Winnipeg, Manitoba, World's Greatest Grain Centre	72
On the Clan Donald Colony, Alberta	73
Sailing is a Favourite Recreation in Canada	76
British Family on their Farm in Ontario	77
The Furnace for Central Heating in the Basement of a Canadian House	82
A Canadian Stove	83



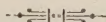
Digitized by the Internet Archive
in 2023 with funding from
Kahle/Austin Foundation

https://archive.org/details/bwb_KR-460-323



"A FARMER'S BOY."

CANADIAN SETTLERS' HANDBOOK.



CANADA as a field for British settlement offers many attractive opportunities, especially to farmers, farm workers and women household workers. For this type of settler there is a constant demand, with every inducement in the way of helpful colonization schemes, agricultural lands at low prices, guaranteed work, cheap fares for adults and free fares for children, etc. Canada, too, in addition to being comparatively close to the British Isles, has the advantage of being a member of the British Commonwealth, and is proud of her British traditions and British stock. The history of Canada, and of her rise to nationhood is full of the names of English, Scottish, Welsh and Irish settlers who rose from obscurity to high positions as Builders of Empire.

Canada possesses many attractions to-day which were denied the sturdy pioneer of earlier years. The settlement is closer, social life is more active and enjoyable. Motor cars and telephones knit the agricultural communities with each other and with the nearby cities and towns. Wireless is universal. There is a good rural delivery mail system, and travelling libraries are in circulation in almost all the provinces. Many

of the provinces provide for and support cottage hospitals in rural districts. Churches and schools abound for the religious and social needs of the community. With a fast mail service between Canada and the Old Country, British settlers can keep in constant touch with their relatives at home and the Canadian press is liberal in its provision of British news. A large and ever increasing number of settlers make periodical trips to the land of their birth and in many other ways close relationship is maintained between Canada and the Motherland.

To-day the voyage to Canada is made under the most pleasant conditions and what was regarded, not without reason, by the early pioneers as something to be feared, should now be regarded as an enjoyable experience. Large modern liners, equipped with every convenience for the comfort of the traveller, complete the journey across the Atlantic in six or seven days. Fast trains, equally well equipped, carry the settlers from the port of landing to their final destination.

Everywhere in Canada the hand of welcome is extended to the newcomer. Along with that welcome Canada offers to British settlers an opportunity to share in the development of a great and progressive country and to gain the reward of independence and prosperity. Even if the parents of a family are themselves in a fairly comfortable position in the Old Country, Canada offers to their children a brighter outlook and greater security—a fact which fathers and mothers would do well to consider.

ASSISTED PASSAGES TO CANADA.

Among the various schemes for Canadian settlement the arrangements made between the British and Canadian Governments under which special third class fares to Canada, from £2 and upwards, according to point of destination, are given to approved applicants are of special interest. Boys and girls under 19 years of age proceeding as members of a family are provided with passage free of charge.

The special rates, which are given below, apply to the following :—

FAMILIES—Married men of farming experience with or without children, going on the land in Canada.

DOMESTIC SERVANTS AND HOUSEHOLD WORKERS—Women between 18 and 48 years of age with household experience going to household work in the city, town or country.

Applicants for assisted passages are warned against taking any steps towards leaving their present employment, or selling up their businesses, homes or household effects before they are definitely advised of the approval and acceptance of their applications, and have arranged sailing date.

The Agents-General for Ontario, Nova Scotia, New Brunswick and Alberta select suitable settlers for farm and household work in these provinces under the agreement for reduced rates. Employment on arrival is guaranteed to all approved applicants by these respective Governments. Specially arranged parties are available for women household workers.

The Canadian Pacific Railway co-operates with the British and Canadian Governments in the settlement in Canada of British families, farm workers and domestic servants under the above scheme and can arrange all details.

LIST OF FARES.

The special fares from British ports to distributing centres in Canada for settlers under this scheme are :—

			£	s.	d.
Halifax, N.S.	..	..	2	0	0
St. John, N.B.	..	..	2	0	0
Quebec City ..	..	..	2	0	0
Montreal, Que.	..	..	3	0	0
Toronto, Ont.	..	..	3	10	0
Winnipeg, Man.	..	..	4	10	0
Saskatoon, Sask.	..	..	5	0	0
Regina, Sask.	..	..	5	0	0
Moose Jaw, Sask.	..	..	5	0	0
Edmonton, Alta	..	..	5	10	0
Calgary, Alta	..	..	5	10	0
Vancouver, B.C.	..	..	8	0	0

THOSE WHO MAY GET LOANS.

No loans are made towards payment of above rates, except in the cases of Families and Household Workers. Household workers may in special circumstances receive a loan of the difference between the minimum fare of £2 from port to port and the fare to their destination. For example, if a Household Worker is destined



OFF TO CANADA BY CANADIAN PACIFIC LINER.



YOUNG SETTLERS KEEPING FIT ON BOARD A CANADIAN PACIFIC LINER DURING THE VOYAGE TO CANADA.

for Toronto, she would pay £2, and get a loan of £1 10s. to cover the full railway fare to Toronto of £3 10s.

RECEPTION IN CANADA.

Upon arrival in Canada migrants are met by Canadian Government Officers and sent to distributing centres. From those centres to their final destination the migrants will be required to pay the branch line railway fares, generally quite a small sum, not more than ten shillings.

AIDED IN SETTLEMENT.

Officers of the Land Settlement Branch of the Canadian Government supervise migrants proceeding under this scheme for a period of five years after their arrival, and are prepared to give them, free of cost, advice, information, instructions and any assistance possible.

FREE PASSAGES AND RAILWAY FARES.

Boys under 19 years of age accepted under any Government scheme for juvenile farm workers or proceeding under the auspices of a recognised voluntary society, and girls up to 19 years of age proceeding to household work under the same arrangements, will receive free passages and free railway fares in Canada.

REUNION OF FAMILIES.

The wives and children of men who were satisfactorily settled in Canada before June 6th, 1928, will receive assisted passages, even though the head of the family is not settled on the land, at the rate of £3 for adults, with free passages on the ocean and also on the railway in Canada for children under 19 years of age.

Further particulars can be secured from Canadian Government Emigration Offices, or from the Women's Branch of the Canadian Pacific Railway, 62-65, Charing Cross, London, S.W.1.

SPECIAL £10 PASSAGE RATE.

As a result of negotiations with the steamship companies the third-class ocean passage rate for all British migrants proceeding to Canada, and are not qualified for the £2 rate available for household and farm workers under the existing schemes, has been reduced from £18 15s. to £10. Any person who is in a position to pay this rate can proceed to Canada without any formality other than that of a medical examination before leaving this country to ensure that there will be no difficulty in his admission to Canada upon arrival. The arrangements under which all migrants proceeding to Canada are medically examined free of charge before leaving the United Kingdom have been modified, so that the migrant may, under certain circumstances, be examined free of charge by one of approximately 500 doctors, in addition to the official doctors of the Canadian Government.

Children under 10 years of age will travel at half fare (£5), and those under one year, £1.

NOMINATED PASSAGES.

Arrangements have been completed by the Canadian Government whereby British subjects in Canada may nominate friends or relatives, male or female, resident in Great Britain or Northern Ireland, for Reduced Rate Passages to Canada,

providing employment on the land is guaranteed.

Passengers so nominated, after approval by the Canadian Government, will be able to secure passage at the special reduced rates in effect for Empire Settlement passengers.

Friends arranging nominations incur no liability beyond undertaking that the nominee will work on the land.

It is not essential that the nominator should be working on a farm in Canada ; and it is not necessary for nominated passengers to have had previous experience of farm work.

This scheme applies to married couples and their children, if any ; widowers or widows accompanied by at least one child ; and wives or children joining husbands or parents respectively, already settled satisfactorily on the land.

The nominator may obtain the nomination form at any bank in Canada, or from the Department of Immigration and Colonization, Ottawa, Canada.

MINISTRY OF LABOUR SCHEMES.

The Ministry of Labour have considerably extended their arrangements for the agricultural training of young men to fit them for farmwork in Canada. The farm training centres throughout the country has been enlarged, and it will now be possible for a large number of men to be trained.

Applicants for training must be single men between the ages of nineteen and thirty-five, and also be approved by the Canadian authority before being admitted to the centre. They must

also be out of work on the date of their application, and have not received any previous course of training at public expense or financial assistance from the Civil Liabilities or King's funds.

Men should be unskilled, although in certain cases skilled men who have had no material period of employment in their own trade since serving their apprenticeship may be regarded as eligible. Returned harvesters are eligible for training subject to certain conditions.

Residential training centres are conducted by the Ministry of Labour at Brandon, in Norfolk; Claydon, near Ipswich; Carstairs, in Scotland, and at annexes to these centres. Two training centres have been established in Wales, and three others are to be opened, one in Lincolnshire, one at Northampton, and another in northern Norfolk. Training is given in elementary agricultural work, in the handling of horses, ploughing and milking, and the care of live stock.

Facilities granted include free railway fare to training centre, and also free return fare home on completion of course when embarkation leave is granted. Unemployment benefit is not payable during the course of training or testing, but each man will receive free board and lodging at the centre, a personal allowance at the rate of four shillings for each week of approved training, with a further payment at the rate of one shilling for each week on leaving the centre on satisfactory completion of the course. Where necessary a free issue of a pair of strong boots, a pair of working trousers and a suit of overalls will be provided.



THE SORT OF PEOPLE CANADA WANTS.



The Ministry of Labour will bear the expense of the journey from the training centre, or from the man's home to the port of embarkation, the ocean passage and the railway fare in Canada to the station nearest to the place of employment, and will bear the cost of the necessary food during the railway journey in Canada.

Additional centres for providing preliminary training in farm work for boys on the lines of the Newcastle Training Hostel have been established at Liverpool and Bristol, and further centres are being opened in South Wales, in Hull, and in Glasgow.

Centres for providing training in domestic work for women intending to settle overseas are being established at Newcastle, Glasgow, Liverpool, London, and in South Wales.

EX-SERVICE FAMILY MIGRATION SCHEME

A training centre having been established at Chisledon Camp, near Swindon, for the training of soldiers completing the last six months in the Service, and there being considerable excess accommodation available, advantage has been taken of this opportunity of accepting for training, and later for settlement in Canada, 50 Ex-service families.

The arrangements for the training of these Ex-service men and their families have been made by the British Legion, the Oversea Settlement Department and the Canadian Government in co-operation. A special dairy, cow barn and stock shed have been provided for the instruction of the women and children, who are being

trained concurrently with the men, the idea being to have the wives able to do everything in the nature of farm work as well as the husband. The training in farm work is very thorough, and extends over six months.

When the families have completed their course of training, they are provided with free transportation to Canada, where they are placed on farms under the auspices of the Land Settlement Branch of the Canadian Government. The husband will in the first place gain knowledge of local conditions by working for at least one year on neighbouring farms. When he proves his adaptability to Canadian conditions, he will be placed on a farm of his own. A loan not exceeding £300 will be granted by the British Government when the man goes into occupation of his own farm, for the purpose of supplying stock and equipment for the farm.

GOVERNMENT SCHEME FOR THE SETTLEMENT OF FAMILIES FROM THE UNITED KINGDOM.

The British Government and Canadian Governments have an agreement to advance funds sufficient for the settlement of three thousand or more British families from the United Kingdom upon farm lands in Canada which are ready for occupation.

The Canadian Government provides farms in settled and established districts, and within a reasonable distance of a railway. Houses are available on all the farms, and a sufficient part of the land of each farm is fit for immediate cultiva-

tion. Extensively improved farms are reserved for those settlers who possess considerable farm experience.

Loans for the purchase of live stock and equipment, not to exceed £300 per family, are made at the discretion of the Canadian Government, and as the progress of the settlers warrants.

SITUATION OF FARMS.

The farms are situated in the various Provinces of Canada. The final decision as to the Province in which the various settlers will be placed rests with the Canadian Government. But the wishes of the settlers are consulted within reason, regard being had so far as possible to the kinds of farming which they wish to undertake and their aptitude for that kind of farming.

COST OF FARMS.

All land, including live stock, equipment, etc., is sold to the settlers at cost price. The average cost of a farm and its live stock, etc., is about 4,000 to 5,000 dollars (£800 to £1,000). It is unlikely that many of the families selected will be able to find this sum in cash. Those who are unable to do so receive a loan of such amount as they may require for this purpose. The loans are payable over a period of 25 years, with interest at 5 per cent. per annum. The annual payment in respect of a loan thus amounts to not more than 360 dollars a year or £6 a month. The first instalment is repayable at the end of the second season after the settler's arrival in the Dominion.

CONDITIONS OF SETTLEMENT.

Families are not established on farms of their own immediately on arrival in Canada, but each family is provided with suitable accommodation. The adult male members are expected to acquire local farm experience by accepting employment on farms in the vicinity. They cannot expect large wages while so employed, as they would be inexperienced in Canadian farming methods.

While the male members of the family are gaining experience, their wives and daughters are expected to learn to look after cows and poultry, so that they will be able to do this work on their own farms.

As soon as the family has had adequate training and experience they are allowed to start farming on their own account. The farm offered to them is in most cases the farm on which they have been living, but if that farm is not available they are given the choice of one or two other farms, probably in the same neighbourhood.

GROUPS.

Small groups of families, who come from the same districts in the United Kingdom are, as far as possible, settled within a few miles of each other. But, as the farms available under the agreement are all situated in settled districts and amongst established farms, it is not always practicable to settle the groups within easy reach of each other, and it is seldom possible to settle more than four or five families in the same district, *i.e.*, with access to the same church,

school, and market town. It is, of course, necessary in the interest of the new settlers that they should be intermingled with the established farming population, and thus be enabled to obtain help and advice from them.

It is only in undeveloped and unsettled districts that it is possible to establish considerable numbers of families on adjoining farms or in close proximity to each other.

SUPERVISION AND DIRECTION.

During their preliminary employment and whilst they are in process of settlement, the settlers are visited approximately once a month by a practical and experienced Farm Supervisor, who reports on the progress which they are making. If the advice and direction of the Supervisor are followed the settlers should be able to start farming independently much earlier than they would otherwise be able to do.

WHO MAY APPLY.

No family is accepted under this scheme unless all its members are physically and mentally sound. They must also be industrious and thrifty. It is very desirable that each father of a family, or his wife, should have had previous farm experience, though this may not be insisted upon in special cases. It must be understood that those without experience will be faced with special difficulties. No family should apply under the scheme unless all its members are prepared to work hard, and to live as simply as possible until they are thoroughly established.

PERSONAL CAPITAL.

Families under this scheme have the benefit of the reduced fares to Canada. It is very essential that each family should possess sufficient funds to leave them with at least £25 on arriving at their final destination, after defraying the incidental expenses of travel. This money will be required in order to furnish the home and provide food, clothing, household utensils, etc., until such time as the family becomes self-supporting. Families with very little capital can only succeed by exercising great determination and energy.

Each family selected should take with them such clothing, kitchen utensils, knives, forks, and spoons, bed linen and bedding as they conveniently can without incurring too heavy excess baggage charges. Generally speaking, it does not pay to take heavy articles of furniture, but a sewing machine should be taken where possible. It must be clearly understood, however, that the settlers must furnish their own homes on arrival.

No family is accepted under this scheme until all members of the family have been interviewed by the officials of the Canadian Government and until the Canadian Government has been satisfied that they are suitable in all respects.

During 1929, 350 British families will be settled under this scheme.

BRITISH FAMILIES FOR NEW
BRUNSWICK.

Under the land settlement scheme arranged between the British Government, the Dominion Government, and the Government of New Bruns-

wick, 500 families will be placed on approved farms in that Province. The farms are purchased by the New Brunswick Government, advances up to £300 are made by the British Government, and the settlement arrangements are under the supervision of the Dominion Government in co-operation with the New Brunswick Government.

FARM COTTAGES AND LAND.

By a joint arrangement between the British Government and the Canadian Pacific Company, the sum of \$100,000 (£20,000) is being laid out in the preparation of 100 cottages on farm land in districts where there are well-established English-speaking communities.

The Canadian Pacific leases a suitable plot of land from the farmer and builds the cottage, also housing for a cow and 25 hens. There will be placed in the cottage necessities in the way of furnishing—stove, table, bedsteads, chairs; and in certain special cases this equipment may be improved upon slightly.

Work will be available for the husband either on the farm on which the cottage is erected or within a short distance. He will be able to earn current wages, which are always sufficient and often liberal. If the wife is able to go out and do a little work for neighbours, there will be opportunity for her to do so, and this will advance the success of the family. Rental of a merely nominal amount—only \$4 (16s. 8d.) a month—is charged for the cottage. Occupancy is arranged for at least one year, though in certain special cases this may be extended to two years

After that the family will be acclimatized to Canada, used to Canadian ways, and will be ready to take up a farm of their own. To this they will be directed, and every possible assistance will be given in a practical way to advance their success.

As to the location of these farm cottages in Canada: there are 20 in Manitoba, 30 in Saskatchewan, 48 in Alberta, and 2 in British Columbia. They are all in most carefully selected localities, where there will be community life, education for children, churches, and opportunities for employment for husband, wife, boys, and girls, so that money may be earned and the foundations laid for farm ownership and family establishment in independence within a reasonable time.

In the Province of Ontario 100 cottages are being erected, in suitable rural districts, for occupation by British families. The cost of erection will be shared jointly between the Dominion Government, the Provincial Government and the British Government.

Schemes for the erection of cottages are being discussed with other Provincial Governments and with certain voluntary societies.

CANADIAN PACIFIC—HUDSON BAY FARM SCHEME.

The Canadian Pacific and Hudson Bay Companies are co-operating for the settlement of 200 British families in Western Canada. Farms are now being prepared in Western Canada for selected colonists, who must be in a position to



PARTY OF BRITISH BOY SETTLERS FOR CANADA.



CHILDREN LISTENING TO THE GRAMOPHONE IN MID ATLANTIC

pay their fares at the Empire Settlement Reduced Rates and have a minimum capital of £50. The farms will each be of about 160 acres, and the Canadian Pacific and Hudson Bay Companies will undertake the erection of houses and necessary buildings and the breaking up and fencing of 5 acres of land. The total cost of each farm will seldom exceed about £1,000, which amount may be repaid by the settlers at the rate of 6% over a period of 20 years, the first instalment not falling due until the end of the second season.

Families will be received upon arrival by Representatives of the Canadian Pacific and Hudson Bay Companies, and agricultural experts will advise them as to the management of their farms.

BOY SETTLEMENT SCHEME.

Under an agreement between the British and Canadian Governments, British boys between the ages of 14 and under 19 on the day of sailing who are physically and mentally fit and are prepared to take up farm work in Canada are offered :

- (a) A free passage from home to farm.
- (b) A guarantee of continuous work with wages and free board until they are 20 years of age.
- (c) Under an arrangement between the Governments of Great Britain, Canada, and certain Provinces, a loan of £500 to those who have taken advantage of the farm training thus done, and who at the age of 21 have saved £100 from their wages is made.

A conductor accompanies parties of boys from port of embarkation to the Reception Hostels, where the boys are received and taken care of, free of charge, by the various responsible and approved societies hereafter mentioned.

Boys remain at the Hostel for a few days. They are then allocated to the farmers' applications which the Association has on hand. These homes have previously been well recommended and investigated; but as a further precaution, when leaving the Hostel, each boy is given an envelope addressed back to the Secretary of the Association with instructions to let him know immediately if the conditions of his new home are not quite what they ought to be.

Railway tickets to his farm destination, together with a letter of introduction to the farmer are then given to each boy, and the farmer is notified either by telegram or by telephone when the lad is expected to arrive in order that necessary arrangements can be made to meet him. The boys are then despatched to their various farms.

WAGES AND CONTRACTS.

When a boy has been with his farm for about two weeks, and conditions are found to be satisfactory to the boy and the boy satisfactory to the farmer, then a contract for the boy's wages is made out.

This contract for work is arranged on a yearly basis, but with the proviso that the wages may be adjusted every three months, thus giving the lad who shows ability and hard work an oppor-

tunity for increased wages. The contract is signed by the boy, the farmer and the Secretary of the Association—the latter signing as the legal representative of the boy.

By the terms of the contract the boy is allowed one-third of his wages as pocket money, the remaining two-thirds, after deducting any expense for clothing or other necessities, is sent regularly every three months to the Association's Headquarters, where it is placed in the boy's own individual bank account, for deposit in the bank, the money, of course, drawing interest at the current rate.

It should be remembered that the farmer cannot submit any deductions from the boy's wages, for clothes or for any other necessity, unless the boy himself agrees and signs for them.

The minimum wages of any boy who is placed on a farm is \$120 a year (approximately £24) with free board and lodging, and these wages are increased according to the boy's ability. When the boy has reached the age of twenty he is given complete control of his bank account, and is at liberty to make any arrangements he likes for his own future. A large percentage of the boys, however, still continue under the care of the Association, and allow them to conduct their affairs as they find that the advice and assistance given to them is of very great help. Although the Association are quite prepared to do this, it is, nevertheless, for the boy to decide, according to personal circumstances and inclinations.

GOVERNMENT LOAN OF £500.

Under an arrangement made between the British, Canadian and certain Provincial Governments, if a boy saves £100 by the time he attains the age of 21 years, and becomes eligible, he will be advanced the sum of £500 to enable him to start farming on his own account, as already stated. Repayment of this loan is spread over a period of twenty years.

PLACEMENT AND SUPERVISION OF BOYS.

Arrangements have been entered into for the placement of boys between 14 and 19 years of age on farms by the Provinces of Ontario, Manitoba, Saskatchewan and Nova Scotia ; also by the following approved Societies : The British Immigration and Colonization Association ; The United Church of Canada ; The Catholic Emigration Association ; and the Church of England Council of Empire Settlement.

All these provinces and Societies have a staff of inspectors whose duty it is to pay periodical visits to see the boys on the farms, and whenever necessary to transfer a boy from one farm to another.

The Canadian Government also has a large staff of inspectors by whom regular visits and reports on the happiness and well-being of the boys are made.

MACDONALD AGRICULTURAL COLLEGE.

Through an arrangement made with the Canadian Pacific Railway Company by MacDonald College (the Faculty of Agriculture of McGill



FIRST SIGHT OF THE LAND OF OPPORTUNITY.



PICKING APPLES—NOVA SCOTIA.

University, Montreal) an excellent opportunity is afforded to public and secondary schoolboys of Great Britain to take a very practical and specialised course of agricultural training in Canada. The scheme is open to boys and young men between the ages of 17 and 22. Approved applicants will be eligible for passage to Montreal, under the Empire Settlement Act, as follows: Free passage up to 19 years of age, and £12 2s. 9d. for those over that age.

The principal objective is to train and fit for an agricultural and outdoor life in Canada, young men of good education, while at the same time giving them the opportunity of a future with an independence from the vast agricultural resources of that Dominion.

The course of training extends up to two years. The students upon their arrival in Canada in April take a short preliminary course, lasting about two weeks. This is followed by a course of seven months' work on farms selected by a special committee, during which they receive wages with free board and lodging. During this period they are under the superintendence of one of the College professors. In November they return to the College for a five months' winter course, both theoretical and practical, while at the same time they gain a first-class insight into Canadian social life, taking part in the various sports, and generally secure an opportunity of imbibing the Canadian atmosphere of things in general.

Tuition at the College is free, and the general maintenance costs amount to about £47 per annum.

Further particulars of these schemes can be had by application to Major W. H. Hayward, Department of Colonization, Canadian Pacific Railway, 62-65 Charing Cross, London, S.W.1.

ONTARIO GOVERNMENT SCHEMES FOR BOY FARM LEARNERS.

Under an agreement made between the British Government, the Dominion Government, and the Ontario Government, the Province of Ontario has in operation two schemes of agricultural training in Ontario for boys from Great Britain. These are :—

(1) The Boy Farm Learners' Scheme, under which approved boys are given free maintenance and instruction at the Ontario Government Farm until they are placed in employment with selected farmers, from whom they receives wages from the start, in addition to board, lodging, washing and mending ; and

(2) Openings for Students at the Ontario Agricultural College, Guelph, where to take the usual course in scientific and practical agriculture costs approximately 50 guineas each school year.

Boys over 15 and under 19 years of age on April 1st in the year of sailing will, if approved, be granted free passages from the port of embarkation in Great Britain to Guelph, Ontario.

The Ontario Government is responsible for the boys' welfare for three years after they leave the training farm, and sees that they gain the experience needed to enable them to become farmers on their own account.

Accepted Ontario Agricultural College students under 19 years are also granted free passages.

The course of tuition is for either two or four years. Students attend the college from September till April. During the spring and summer employment is found for the students with farmers in Ontario, from whom they receive wages with board and lodging while gaining experience of practical farm work.

Full particulars of these two schemes can be secured from the Agent General for Ontario, 163, Strand, London, W.C.2, or from the Ontario Government branch office, 111, Union Street, Glasgow; also from the Canadian Pacific Company offices and agents throughout the United Kingdom.

ALBERTA GOVERNMENT'S SCHEME FOR TRAINING BRITISH YOUTHS IN AGRICULTURE.

The Alberta Government has entered into an arrangement with the British Government to provide a course of training in agriculture for youths and young men from the United Kingdom (age desired, 17 to 25 years), at the Provincial Agricultural Schools in Alberta.

Accepted applicants will be given one month's training in practical farm work at one of the Schools. The cost of training will be borne jointly by the British Government and the Alberta Government.

Each student will be required to pay \$30 (£6), for board and lodging, and should, therefore,

have in his possession on arrival in Alberta not less than £15.

Employment will be found for each student upon a suitable farm when his training is completed.

When the youths have acquired sufficient experience and are financially and otherwise in a position to become independent farmers, they will be given every possible assistance in connection with the acquisition of farms, and with their subsequent farming operations.

Accepted applicants who are under 19 years of age on the date of sailing will travel to Alberta free of cost ; those over 19 years of age will be required to pay their own travelling expenses, but will be eligible for assisted passage fares under the Empire Settlement Act.

Full particulars of this scheme will be furnished by the Agent-General for Alberta, 1 Charing Cross, London, W.C. 2 ; from Dominion Government Emigration Offices ; also from Canadian Pacific Company offices, and agents throughout the United Kingdom.

CLAN DONALD SETTLEMENT SCHEME, ALBERTA.

The Canadian Pacific Colonization and Development Department has in active operation a settlement scheme in conjunction with the British Government Overseas Settlement Committee and the Scottish Immigration Aid Society of Alberta.

A large area of land in the Vermilion District of Alberta has been set aside for the settling



FIRST-CLASS DAY COACH, CANADIAN PACIFIC TRAIN.



THE IMMIGRATION BUILDING AT WINNIPEG.

of people from the United Kingdom, a section of which has already been settled, and other areas will be acquired for a similar purpose. Under the agreement with the British Government each settler will have a farm of at least 160 acres with a farmhouse and a certain amount of stock and equipment, and will have an opportunity to purchase his farm on easy rental purchase terms over a long period of years.

The scheme has grown out of an earlier arrangement by which the Scottish Immigration Society brought out men from the Hebrides and settled them in a cottage with three acres of ground. Now the Canadian Pacific has bought this large tract of land, through which it is running a railway—the Cut-knife branch—and the Scottish Immigration Society has taken it over, and is choosing the settlers in co-operation with the Canadian Pacific. The Overseas Settlement Committee is supplying money for the purchase of stock and equipment. In the case of each of the three parties the capital expenditure is in the nature of a loan, which, as far as the land and buildings are concerned, is of a long term and a very favourable character.

Each accepted settler will be placed directly on a farm. There is a farm superintendent for the area, and the newcomers will have his help and the benefit of his local knowledge in working the farms. The land is virgin soil which is free from timber, and although no revenue from crops can be expected at first, the live stock section of the farm should soon begin to be remunerative. In any case, the conditions of repayment are such that no rental purchase payments become due

until the end of the year following the year of occupation. Those families which have not the experience or the capital to go direct on a farm will first be placed in the cottages vacated by the men who have already gained experience, and will work for a wage on the land until they, too, are in a position to farm for themselves.

The scheme is open to any one in the United Kingdom, and although the prime movers of the Scottish Immigration Society are Roman Catholics, the settlement is not restricted to any religious faith. Applications will only be considered from those who are accustomed to the conditions of country life and are prepared to remain at agricultural work.

COLONIZATION BOARDS.

Under the ægis of the Canadian Pacific Colonization and Development Department a large number of local colonization boards have been created throughout Eastern and Western Canada, the duties of these boards being to actively engage themselves in the placing of settlers on their arrival, and, previously, to ascertain in their neighbourhoods and localities what relatives in the Old Country may be enabled to go to Canada, either through the purchase of prepaid transportation or by nomination; and to watch the progress and foster the welfare of the newly arrived.

CANADIAN GOVERNMENT EMIGRATION AGENTS.

The Canadian Government Emigration Agents, the Agents-General for the Provinces of Canada

and the Canadian Pacific Railway Company's Agents will supply detailed information regarding lands, farms, farming opportunities, openings for farm and household workers in Canada, settlement schemes, loans, cheap passages, conducted parties, etc. The addresses of the Canadian Government Emigration Agents are as follows :—

ENGLAND.

LONDON	Director of European Emigration for Canada, Canadian Building, Trafalgar Square, S.W.1.
BIRMINGHAM	Exchange Buildings, Stephenson Place.
BRISTOL	52, Baldwin Street.
LIVERPOOL	102, New Building, Water Street.
YORK	Clifford Street.

SCOTLAND.

GLASGOW	107, Hope Street.
INVERNESS	33, Academy Street.

IRELAND.

BELFAST	15-19, Victoria Street.
DUBLIN	44, Dawson Street.

WALES.

CARDIFF	102, St. Mary Street.
---------	-----------------------

AGENTS-GENERAL FOR CANADIAN PROVINCES.

ALBERTA	1, Charing Cross, London, S.W.1.
BRITISH COLUMBIA	1 & 3, Regent Street, London, S.W.1.
NOVA SCOTIA	2, Cockspur Street, London, S.W.1.
ONTARIO	163, Strand, London, W.C.2. (Ontario Government Branch Office, 111, Union Street, Glas- gow).
QUEBEC	2, Cockspur Street, London, S.W.1.

CANADIAN PACIFIC OFFICES.

ENGLAND.

LONDON	62/65, Charing Cross, S.W.1. 103, Leadenhall Street, E.C.3.
BIRMINGHAM	4, Victoria Square.
BRISTOL	18, St. Augustine's Parade.
LIVERPOOL	Royal Liver Building, Pier Head.
MANCHESTER	31, Mosley Street.
SOUTHAMPTON	Canute Road.

SCOTLAND.

DUNDEE	88, Commercial Street.
GLASGOW	25, Bothwell Street.

IRELAND.

BELFAST	41/43, Victoria Street.
QUEENSTOWN	10, Westbourne Place.

AND LOCAL AGENTS.

OVERSEA SETTLEMENT DEPARTMENT. (DOMINIONS OFFICE).

Caxton House, Tothill Street, London, S.W.1.

MEDICAL EXAMINATION OF IMMIGRANTS.

All passengers arriving in Canada are regarded as falling into two categories :—

(a) Immigrants, which means all those, regardless of class of travel, who are going to Canada to settle.

Passengers in this category must undergo medical examination in this country before departure, and must carry with them for presentation at the Canadian port of arrival a "Card of Identity," showing the result of the medical examination, signed by the officially appointed medical officer making the examination. This examination will be made free of charge to the passenger. No further examination will be necessary on arrival unless medical conditions have been concealed, false statements made, or disease conditions have developed in the interval, and passengers will only be liable to rejection on arrival on medical grounds if some of the aforementioned conditions are found to pertain.

(b) Non-Immigrants, regardless of class of travel, such as Canadian or United States citizens; transnigrants passing through Canada to destinations beyond; *bona fide* tourists or visitors to Canada for business or pleasure.

Medical examination in this country is not required for this latter category.

CARD OF IDENTITY.

Emigrants will obtain a card of identity from the booking agent. They must have a recognisable, identifiable full-face photograph taken,

not larger than $2\frac{1}{4}$ by $1\frac{3}{4}$ inches, and paste this on the card in the space provided. Families may, if desired, be photographed together in one group, and the photograph of each person carefully cut out and fixed to the individual card.

They must fill in their names and nationality in block letters, also state age and sex. They must not sign the card in the space provided until told to do so by the medical officer.

Children under 18 months old, accompanying mother or father, may be included in the parents' photograph and card. All others must have a separate card.

The card will be valid for four months from date of examination.

MEDICAL EXAMINATION.

Emigrants may present themselves for examination at any of the medical centres arranged. No previous notice of intention to present themselves for examination need be given, but emigrants must be provided with card of identity.

If the emigrant is medically accepted, the doctor will sign the card and return it to the passenger, who will also sign and retain it for presentation to the immigration authorities on arrival at the port of landing in Canada.

This examination will be final except for conditions as outlined in paragraph (a), and there will otherwise be no medical examination on arrival in Canada.

If the doctor has doubts about the fitness of an emigrant, he will retain the card and forward it to the Canadian authorities in London with

his report, and the emigrant concerned will be notified later by the Department of Immigration of the decision reached. Where such cases are eventually permitted to proceed to Canada, the card will be returned endorsed by the Canadian authority.

FARMING OPPORTUNITIES IN CANADA.

In a country of such a vast area as Canada, with its 3,729,668 square miles of territory, the opportunities for agricultural settlers naturally vary in different sections. Each of the nine provinces makes its own peculiar appeal, according to the tastes, wishes and personal and family considerations of prospective settlers.

Agriculture is the chief industry of Canada. In a single year the value of the total agricultural production of the country has exceeded £389,000,000. These figures are remarkable, but when a comparison is made with the number of acres that may be brought under cultivation, some idea may be gained of the agricultural opportunities which Canada now presents. To the farmer Canada is a land of immense possibilities. Grain and vegetable-growing, stock-raising and dairy-farming are common to all parts of Canada, while certain provinces are also adapted to fruit growing.

The following description of the various provinces, with a survey of the facilities available for the attainment of success and prosperity in the new land, may be useful in assisting towards a choice of location. Eastern Canada consists of Nova Scotia, New Brunswick, Prince Edward

Island, Quebec, and Ontario. Western Canada consists of Manitoba, Saskatchewan, Alberta, and British Columbia. The various provinces are dealt with in alphabetical order.

ALBERTA.

Alberta, Saskatchewan and Manitoba comprise what are generally known as the "Prairie Provinces," and of these Alberta is the most western. It has three broad natural divisions, Southern, Central and Northern Alberta. Southern Alberta is level or rolling, treeless prairie, running from the boundary line of the United States to the Red Deer River, 100 miles north of Calgary. Sixty miles on the western end of this territory are in the foothills of the Rocky Mountains, the crest line of which forms the boundary line of British Columbia. The altitude is high and the rainfall comparatively light. In some sections irrigation has been adopted and remarkable crops are grown, particularly of alfalfa. The great irrigation block of the Canadian Pacific Railway is situated in this section of the Province. The Canadian Pacific Irrigation Dam at Bassano is the largest individual project of its kind on the North American continent. For many years this country was very attractive to ranchers. It is still a great ranching country. Live stock can be kept out of doors the year round, as the winters are comparatively mild, owing to the frequent warm, dry Chinook winds which come over the mountains. These winds affect, to a more or less degree, almost the entire area of the Province.



FARM ON THE SAINT JOHN RIVER, NEW BRUNSWICK



TAPPING MAPLE SUGAR TREES FOR SYRUP, QURBEC.

Southern Alberta was—and to a certain extent still is—the home of the cattle rancher and the cowboy. Many of the big ranches have, however, in recent years been bought by settlers for grain-growing and mixed farming. The Prince of Wales during his visit to Canada in 1919 bought a ranch near High River and on it is raising pure bred horses, cattle and sheep.

Central Alberta extends from the Red Deer River northwards to the height of land between the Athabasca and Peace rivers. In this district the soil is rich and capable of producing, under proper cultivation, splendid crops of wheat, oats, barley, flax and rye, and being well watered, is excellently suited for mixed farming, that is dairying, grain growing and raising live stock.

Northern Alberta embraces a part of what is known as the Peace River district, less developed than the other two divisions, but rapidly being colonized. It is a country of great potential possibilities. Railways are threading into the great tracts of open prairie land and the sections both lightly and heavily wooded. The greater severity of winter weather which would naturally be expected in the Peace River district is, to a large extent, offset by the lower altitude.

The climate of Alberta is, in the main, similar to that of Manitoba, and Saskatchewan, but there are certain important differences. In southern Alberta both rainfall and snowfall are light, and the warm Chinook winds, which come over the Rocky Mountains, make the winters much milder than would otherwise be the case, and periods of severe cold are not usually of long

duration. There is no dampness in the air during the cold spells, and the atmosphere being clear and crisp produces a feeling of vigour. The days are bright and sunny. The Province is popularly called "Sunny Alberta." In the south the Chinooks occur more frequently than in the Central and Northern division, and usually traffic is on wheels the year round. Elsewhere, however, the snow remains at sufficient depth for good sleighing.

The average annual precipitation for the Province is 13.35 inches—in some parts it is a few inches more—the rainfall being greatest from May to August, the time when it is most needed for the crops.

On the whole, the climate of Alberta is one of its chief attractions. It has all the elements, except, perhaps, in some limited areas where it is rather dry, that assure the best results being obtained from all kinds of farming.

The Province has an area of 255,285 square miles, the length from north to south being 760 miles, and the average width from east to west 336 miles. The population is estimated at approximately 640,000, of which about two-thirds are rural. The principal cities are Calgary and Edmonton, with a population of about 70,000 each.

BRITISH COLUMBIA.

British Columbia is the most westerly Province of Canada, and differs sharply in many respects from any of the other Provinces. It includes all the Pacific seaboard belonging to Canada.

Its area of 372,630 square miles embraces many coast islands, the largest being Vancouver Island, on the southern point of which Victoria, the Provincial capital, is situated.

Speaking generally, British Columbia is a highly mineralised, mountainous country, with attractive valleys and plateaux of arable and pasture lands, great forests, and extensive waterways. The coast waters and inland rivers teem with fish. The fertile valleys offer scope for extensive agricultural development along varied lines, the warm southern valleys being well known for their fruits. Few countries can show a greater per capita annual production from agriculture, mines, forests and fisheries than British Columbia. The scenery of the Province cannot be excelled for majesty and beauty anywhere in the world, and the climate generally is remarkably pleasant. There are four principal ranges of mountains from north to south—the Rocky and Selkirk ranges and the Coast and Island ranges.

Much of the land in the Province is heavily timbered, and it is consequently somewhat expensive to clear, but there are large arable tracts in the Central Interior and Peace River districts that are more or less free from timber. Cleared and developed land can, of course, be purchased. Fruit-growing lands in particularly favourable locations, such as in the Okanagan Valley, command as high as £200 an acre, and land for mixed farming is sold at a price based on the location, proximity to markets and the state of development to which it has been brought. Comparatively little grain is grown in

British Columbia. The agricultural possibilities lie in fruit growing, dairying, stock raising, poultry keeping, the raising of hay and root crops, and market and horticultural gardening.

It may be said that the settler intending to farm in British Columbia and establish his home there will need more initial capital than is required to make a start on the prairie. However, there are advantages in other directions in the Province that may appeal to some such as the scenery, climate, proximity to the sea, etc.

Owing to the mountainous character of the greater part of the Province, and its great length from south to north, the climate of British Columbia is naturally varied. Along the Pacific seaboard there are no extremes in temperature, either in winter or summer, and the rainfall is plentiful. On Vancouver Island and the Coast districts of the mainland the summers are fine and warm, with plenty of bright sunshine, and severe frost scarcely ever occurs in the winter. These conditions are partly due to the influence of the Japan ocean current, which, though not so pronounced as those of the Gulf Stream on the coast of Europe, exercises a tempering effect on the seaboard districts from Alaska southward.

To the eastward of the Coast Range the climate is quite different. The summers are warmer, the winters colder and the rainfall rather light; bright, dry weather is the rule. The winter cold, however, is seldom severe, and the hottest days of summer are made pleasant owing to the fact that the air is dry and the nights are cool,



SHOOTING PEARL CHICKENS



A PROSPEROUS FARMER'S HOME, WESTERN CANADA.

There are some districts where the rainfall is so light that irrigation is necessary in order to bring the land under productive cultivation. In the Selkirks, on the other hand, the precipitation is heavy, and the valleys between the Selkirks and the Rockies generally have an abundant rainfall.

Taken on the whole, the climate of the Province may be termed mild to moderate, varying according to belts, latitude and altitude. While grain is grown extensively only in limited areas, the conditions in every way are favourable to mixed farming, which embraces stock raising, bee and poultry keeping, the raising of hay, the growing of roots and, especially, fruit growing.

The chief industries apart from agriculture in British Columbia are lumbering and sawmilling, the manufacture of pulp and paper, salmon fishing and canning, and mining.

The principal cities are Vancouver, Canada's main Pacific Coast port, the Western terminus of the Canadian Pacific Railway, and port of arrival and departure for the Canadian Pacific trans-Pacific liners, with a population (comprising Greater Vancouver) of about 345,000, and Victoria, on Vancouver Island, with a population (comprising Greater Victoria) of about 60,000. The total population of the Province is approximately 600,000.

MANITOBA.

Manitoba is the most easterly Province of Western Canada, and of the three Prairie Provinces. It first became famous, in agriculture, for the quality of its wheat and "Manitoba Hard

Wheat " has become known as a standard of excellence. Stock raising and dairying have made rapid progress in recent years, and is now an important phase of agricultural activity. The soil is a deep rich mould, especially rich in the valley of the Red River. In the extreme west and on the higher lands it is somewhat lighter, but still very productive.

The climate is uniform, and characteristic, generally speaking, of climatic conditions throughout the prairie country. The spring and autumn are long and invigorating, the summers are warm, and the winter cold is tempered by the dryness of the atmosphere and by the bright sunshine. Rainfall is light to moderate, but is usually sufficient for the requirements of all crops. It occurs mainly during the growing season. The snowfall is light except in the northern regions, and even there it is not excessive. The mean annual precipitation is from 16 to 21 inches, in rain or the equivalent of rain.

While Manitoba is essentially an agricultural province, and agriculture is its chief and most important industry, the growth of manufacturing has been very marked in recent years. Flour milling, meat packing and agricultural machinery-making are among the chief undertakings of this nature. The discovery of various minerals in Northern Manitoba has given an impetus to mining.

The Province has an area of 251,832 square miles, and a population of approximately 650,000. Winnipeg, which is the chief railway, grain and financial centre of the Prairie Provinces, has a

population (comprising Greater Winnipeg) of about 285,000. The Canadian Pacific Railway yards at Winnipeg are the largest in the world belonging to one corporation.

NEW BRUNSWICK.

New Brunswick, Nova Scotia and Prince Edward Island comprise what are known as the Maritime Provinces, in the Eastern or Atlantic Coast section of Canada. New Brunswick has a coast line of about 600 miles, deeply indented with bays and harbours.

The area is 27,985 square miles, and its population about 400,000. The Province was originally one vast forest, interspersed with lakes and a network of rivers, and much of it is still covered with timber. The rivers are large and important, the most notable being the Saint John, which runs for 400 miles through a fertile country. The landscape is rolling, but rarely rises to an elevation of more than 200 feet. There are considerable variations in the soil in different districts, but, generally speaking, it is fertile and suitable for all kinds of agricultural production.

Farming in New Brunswick is mostly of the "mixed" variety; that is, the farmer raises some fruit, some vegetables, and root crops, some live stock, and some grain or hay, instead of specializing in any one of these crops. There are, of course, districts particularly suited to each of these products, and the settler who wants to specialize will have no trouble in finding a location to suit his special line of farming, but in most cases he will expect to combine many, if not all,

of these branches of agriculture on his "mixed farm." Potatoes and turnips are grown extensively, with good markets. Oats and hay are also important crops, and there are good possibilities in the growing of apples and small fruits. A part of almost every farm is the "wood lot," from which the farmer cuts his own fuel.

Summer and autumn are attractive seasons in New Brunswick. The spring is not early, but the rapid growth during the growing season makes up for the apparent disadvantage of a late spring. The rainfall is usually abundant and well distributed; during the growing season there are frequent showers, usually at night. Summers are not intensely hot, and winters are cold and bracing, and usually free from sudden changes. Sunny days are the rule.

Saint John, with a population of about 50,000, is the chief commercial centre of the province, and is one of the two premier winter ports of Canada's Atlantic seaboard. It is the spring and winter terminal port for the Canadian Pacific's Atlantic steamships.

NOVA SCOTIA.

Nova Scotia is the most easterly of the Provinces of Canada, and is consequently nearest to Great Britain and Europe. Its area is 21,427 square miles, and population about 533,000.

The Province is almost entirely surrounded by water, which has a modifying effect on the climate. There are not the same great extremes of temperature as are to be found in more inland districts. The mean winter temperature is about

27 degrees, and the mean summer temperature about 60 degrees. Summer temperatures rarely exceed 85 degrees, and although occasionally in winter the thermometer drops below zero periods of extreme cold are not usually of long duration.

Nova Scotia presents a great variety of physical conditions. The coast line is very irregular, deeply cut with bays which afford good harbours and convenient headquarters for the important fishing industry. The interior is a network of lakes and short rivers, the land being covered in many parts by a second growth forest. The agricultural districts are, for the most part, in fertile valleys, of which the famous Annapolis Valley is perhaps the best known, or in what are called "dyked lands." These "dyked lands" are quite extensive areas of level soil which, in their natural state, were flooded at high tide, but which have been reclaimed by means of dykes. They produce rich crops of hay, and are used exclusively for hay-growing and pasturage. Along the rivers and streams are to be found "intervale lands," invariably rich and productive. The uplands are of varying degrees of fertility.

While the major part of Nova Scotia is devoted to mixed farming and dairying, there is a large area where apple-growing is highly developed, especially in the Annapolis Valley. Most of the apple crop is sold in the British Isles. A combination of fruit-raising and dairying, with the raising of grain, roots, etc., is, perhaps the most attractive form of agriculture in the Province.

Nova Scotia is well adapted for Community Settlements. A Colonization Board, composed of private individuals—principally Old Country settlers—has been organised for welcoming and advising settlers of the class of retired officers and professional men, heads of families with capital or pensions, desirous of making new homes overseas. Eligible properties can be secured with comfortable residences, etc., and by working these in connection with either fruit growing, mixed farming, dairying, poultry raising, etc., their incomes can be supplemented. It is intended to place these new-comers in close proximity to each other so as to form a community settlement, which will be extended according to mutual requirements and to include new arrivals. These new arrivals can be received as paying guests by members of the Committee at nominal charges, about £1 each weekly, whilst they are selecting their locations, in which they can secure the services of a Government valuer, free of charge.

Coal mining is an important industrial activity in Nova Scotia, with a large and increasing export trade. The coal-fields are principally in Cumberland and Pictou counties and on the Island of Cape Breton.

Halifax, with a population of about 60,000, is an important seaport. Sydney, with its population of about 23,000 ranks next in importance. It is the great coalshipping port of the Dominion and contains huge iron and steel works. Glace Bay is also an active centre of the coaling industry.

ONTARIO.

Ontario has an area of 407,262 square miles. It is larger than the largest of the Prairie Provinces by 155,430 square miles, and fully three-and-a-third times the size of the British Isles, and is almost twice the size of France or Germany. The population, about 3,000,000, is the largest of any Province in Canada.

Ontario is divided into two main geographical divisions—Old Ontario, well settled, with splendid farms, rich fruit lands, and a variety of established industries lying to the south along the St. Lawrence River and Lakes Ontario and Erie; and New Ontario, comprising an extensive domain in the northern section of the Province, measuring in area 330,000 square miles, with great possibilities for agricultural and mineral production.

Old Ontario, which is subdivided locally into Eastern and Western Ontario, is that part of the Province south of the Ottawa River and Lake Nipissing, which lies like a wedge between Lakes Ontario, Erie and Huron. This is one of the most prosperous belts of country within the British Empire, being particularly well suited for general agriculture and fruit raising. The soil for the most part is clay or sandy loam, well supplied with spring water and with an adequate rainfall, so that a wide variety of the best products, pasture grasses, cereals of all kinds, and vegetables is grown; also excellent apples, pears, plums, peaches, grapes and small fruits such as cherries, strawberries, gooseberries, etc. There are also in Old Ontario the large industrial

and commercial cities of Toronto, the capital of the Province, Hamilton, Ottawa, the capital of the Dominion, London, Peterborough, Kingston, Brantford, Kitchener, Woodstock, Stratford, Guclph, Galt, Chatham, Niagara Falls, St. Catherines, St. Thomas, Windsor, Owen Sound, Belleville, Sarnia, etc.

Northern or New Ontario is that section of the Province which lies principally north of a line commencing at Mattawa, on the Ottawa River, and thence via Lake Nipissing and French River to Georgian Bay, Lake Superior, and along the United States boundary to Manitoba. It is for the most part a region of forests, mineral lands, rivers and lakes. The forest area covers nearly 200,000,000 acres, rich in timber, and possessing inestimable resources of pulp wood. While the mines produce immense quantities of minerals, the resources of the country in this direction are still largely unexplored. There are also twenty million acres of fertile agricultural land awaiting settlement, well adapted for the production of general farm crops, dairying and the raising of live stock.

The Province of Ontario is noted for its devotion to general agriculture or mixed farming. The average farmer combines the growing of grain, roots and grasses ; the raising and feeding of live stock, including poultry ; the production of milk for the home dairy, the cheese or butter factory, the condensed milk factory, and for the town and city ; and in many sections the cultivation of a few acres of orchard. Dairying is a profitable branch of farming, and in recent years large

quantities of butter and cheese have been shipped to Great Britain and European countries. The raising of pure bred stock is becoming popular, and some of the best horses, cattle, sheep and hogs in North America are raised on farms in the Province.

As a fruit growing Province, Ontario is in the front rank of Canada. The fruit growing section is in the southern part, extending from east to west for a distance of over 400 miles, and from north to south for fifty to one hundred-and-fifty miles. The Niagara Peninsula is especially fertile and yields large crops of peaches and grapes.

In a Province of such large area the climatic conditions naturally differ. In the southern fruit belt it is comparatively mild, but generally speaking, the climate is warm in the summer, and in the winter cold and dry.

Ontario, which ranks as Canada's premier agricultural Province in the value of products, also leads in the Dominion as a manufacturing centre, there being over 15,000 factories in the Province, embracing every branch of industrial enterprise. In mineral production, including gold, silver and nickel, Ontario also ranks first.

Toronto, with a population (comprising Greater Toronto) of about 800,000, is the second largest city in Canada, and one of the leading social, financial, commercial and educational centres in the Dominion. Ottawa, the capital of Canada, has a population (comprising Greater Ottawa) of about 158,000. Hamilton, has a population of about 125,000, London, about

65,000, and there are numerous other towns with 20,000 and over.

PRINCE EDWARD ISLAND.

Prince Edward Island, lying between Nova Scotia and New Brunswick, is the smallest Province in Canada. Its area is only 2,184 square miles, but practically every acre of this area is fertile arable land. Its length is 110 miles, and its breadth varies from two to thirty-four miles. Every part of the island is, therefore, close to the sea, and as there are no important elevations the whole surface is but slightly higher than sea level. The landscape is an attractive lowland, everywhere gently rolling. The soil is mostly a rich sandy loam of a deep red colour, free from stones and easily tilled.

On account of its fertility, and the absence of barren or unsettled areas, Prince Edward Island has been appropriately called "The Garden of the Gulf"—the title being derived from the Gulf of St. Lawrence, in which it is located. Although the population is only about 87,000, it is the most thickly settled Province in Canada, and at the same time the most exclusively devoted to agriculture. In years gone by, its isolation from the mainland was a disadvantage to farmers, particularly in marketing their product in winter, but this has been overcome by establishment by the Canadian Government of a car ferry service to New Brunswick, which operates the year round and carries railway freight cars to and fro without the necessity of unloading their contents. Under these conditions agriculture is thriving,

and to the settler who wants to farm on a not too extensive scale, in a well-settled community, and within driving distance of the sea, Prince Edward Island offers inducements.

The soil is especially suited to the production of oats and potatoes, and these are the chief crops; barley, maize and vegetables are also grown. Dairying and poultry raising are extensively carried on, as well as sheep and hog raising. The Island has come into prominence in recent years as the home of fox-farming in Canada. Charlottetown, the capital, has a population of about 13,000.

QUEBEC.

The Province of Quebec has an area of 594,434 square miles, and it extends from east to west a distance of 1,350 miles. To the south it is bounded by the United States and the Provinces of New Brunswick and Ontario, and it stretches to Hudson Strait in the north. The eastern boundary is the territory of Labrador, while Ontario and Hudson Bay determine the western limit. For almost its entire length the Province of Quebec touches the banks of that majestic highway of navigation, the River St. Lawrence. About 50,000 square miles lie south of the river. While there is a large section of Quebec north of the Saguenay River between Labrador and Hudson Bay that has not yet been colonized, much of the Province is excellently suited for agricultural production. Indeed, agriculture is the principal and most remunerative industry and provides a good livelihood for a considerable proportion of the population.

About five-sixths of the population of Quebec, which numbers approximately 2,500,000, are descendants of the original French settlers and speak the French language as their native tongue. The remaining one-sixth, chiefly of British descent, are found principally in Montreal and other cities and towns, and in the Eastern Townships.

What is known as the Valley of the St. Lawrence includes the fertile plain extending along the south side of the river, from about opposite the City of Quebec to the western boundary of the Province, and is thickly settled with prosperous farmers. A section of this rich plain, known as the Eastern Townships, is the chief centre of British agricultural settlement in the Province, and contains some of the best farming and grazing lands in Canada. This is the part of the Province best adapted to British settlers. Almost every part of it contains a large and prosperous English-speaking population, and British settlers will naturally find the conditions and environment more suitable.

Dairy farming has become the chief feature of agriculture in the Province of Quebec. There are about 2,000 factories in the Province for the manufacture of dairy products, of which butter and cheese are the principal products. In the Eastern Townships the raising of beef cattle is extensively practised, and mixed farming is the prevailing feature. Big crops of hay and oats are grown, and market gardening flourishes near the cities, especially in the vicinity of Montreal. In this district, too, as well as in the Eastern



ICE HOCKEY—SAID TO BE THE FASTEST GAME IN THE WORLD



CANADIAN PACIFIC TRAIN LEAVING MONTREAL FOR THE WEST

Townships, there are many orchards, where large quantities of apples, pears, cherries, and other fruits are grown.

The climate of Quebec, covering, as the Province does, such a large expanse of territory, is varied. In the more settled portion in the Valley of the St. Lawrence the summers are hot, the temperature lowering as the sea is approached. All over the Province the winters are cold, but dry and bracing.

Quebec is fast becoming a most important manufacturing Province. It has immense water power resources, which are being harnessed and utilized for commercial purposes. Montreal, the commercial metropolis of the Dominion, with a population (embracing Greater Montreal) of about 1,000,000, is the largest city in Canada, and the chief summer port. The Canadian Pacific Railway Company have their headquarters in Montreal. The city of Quebec has a population of about 120,000, mainly French. Sherbrooke, in the Eastern Townships, has a population of about 50,000.

SASKATCHEWAN.

Saskatchewan, the central of the Prairie Provinces, is essentially an agricultural province. Every branch of farming can be engaged in with success, but it excels in the production of wheat. Considerably more than half of the wheat produced in Canada is grown in Saskatchewan, and in the last fifteen years Saskatchewan wheat has eleven times won the world's championship for the finest grade grown. It is estimated that there are in the Province about 70,000,000 acres of

arable land, of which only about 27,000,000 acres are occupied.

Saskatchewan's area is 251,700 square miles, extending 390 miles from east to west, and 760 miles from south to north. The population is about 830,000, of which 70 per cent is rural.

Oats rank next to wheat in point of production, the yield of this cereal being heavy and of a good class. Flax is an important crop and barley is extensively grown.

Though Saskatchewan is notable as a grain-growing country, mixed farming, which embraces the production of wheat and other cereals with the raising of live stock, is making considerable headway. Cattle raising and dairying are now prominent features of the agricultural life of the Province, and every encouragement is being given to this phase of farming. A profitable and increasing business is being done in horse breeding.

The soil of Saskatchewan is similar to that of Manitoba, a loamy clay, well suited for grain growing without the aid of artificial fertilizer. In the winter frost penetrates the ground to a considerable depth, which provides moisture for the crops as it exudes in the spring.

The climate of Saskatchewan is characteristic of the prairie belt. Not only is it healthful and invigorating, but its conditions are such as to stimulate the agricultural possibilities of the land, especially in respect to grain growing. Spring opens in April, when seeding begins. In May the heat is greater than it usually is in the Eastern Provinces. The period of greatest heat is in the

month of July, when as high as 100 degrees is sometimes registered, but even in the hottest summer weather the nights are always cool, and often accompanied by refreshing dews that help to moisten the growing crops and stimulate the growth of prairie and cultivated grasses. The winters are cold, the thermometer registering as low as 40 degrees below zero, and the snowfall is moderately heavy, except in the southwestern part of the Province, where it is very light. The winter weather is, nevertheless, healthful and invigorating. The air is clear and crisp. By day the brilliant sunshine has the effect of dispelling any dampness, and produces a sense of exhilaration. Most people prefer this dry cold to the damp, foggy weather in countries with a more temperate climate. The annual rainfall of the Province is comparatively light, but the greater part of it comes during the growing season, which is a substantial benefit to the farmers.

The population is about 760,000, chiefly agricultural. The principal cities are Regina (the Provincial capital) with a population of about 35,000; Saskatoon, with about 26,000; and Moose Jaw, with about 20,000.

FARM LAND VALUES.

The average value of occupied farm lands for Canada as a whole, including both improved and unimproved land, as well as dwelling houses, barns, stables and other farm buildings, approximates \$38 per acre. The Canadian dollar is equivalent to approximately 4s. 2d.

By Provinces the averages per acre are approxi-

mately as follows :—Prince Edward Island, \$44 ; Nova Scotia, \$34 ; New Brunswick, \$31 ; Quebec, \$54 ; Ontario, \$62 ; Manitoba, \$27 ; Saskatchewan, \$27 ; Alberta, \$28 ; British Columbia, \$89.

The average values of orchard and fruit lands per acre are ; Nova Scotia, \$116 ; Ontario, \$151 ; British Columbia, \$321.

HOMESTEAD LANDS.

There is now comparatively little, if any, good free land to be obtained for homesteads close to the railways. The right of homestead entry has been withdrawn in the area of the South Boundary of Township 16 in the Provinces of Saskatchewan and Alberta. There are large areas of Dominion Government lands still available in Manitoba, Saskatchewan, Alberta, and in parts of British Columbia, but these are some distance from railways. Enquiries about these lands and applications for homesteads should be made after arrival in Canada from the Dominion Government Land Agents at the following points :—

Manitoba Winnipeg, Dauphin.

Saskatchewan Moose Jaw, Prince Albert.

Alberta Lethbridge, Calgary, Edmonton,
Peace River, Grand Prairie.

British

Columbia Kamloops, New Westminster.

Every person who is the sole head of a family and every male who is eighteen years old or over



OUT FOR THE MORNING SWIM, QUEBEC.



A TYPICAL PRAIRIE SCHOOL HOUSE.

and is a British subject or declares his intention to become a British subject is entitled to apply for entry for a homestead.

A quarter section of 160 acres may be obtained as a homestead on payment of an entry fee of £2, and fulfilment of certain conditions of residence and cultivation. To qualify for the issue of a deed of the land a settler must have resided on the homestead for at least six months in each of three years; must have erected a habitable house thereon, and must have at least 30 acres of his holding broken, of which 20 acres must be cropped. A reduction may be made in the area of breaking where the land is difficult to cultivate.

PROVINCIAL GOVERNMENT LANDS.

Enquiries about free and crown lands in New Brunswick should be addressed to the Canadian Pacific, or to Deputy Minister of Lands, Parliament Buildings, Fredericton, New Brunswick; in Quebec, to the Agent-General in London; in Ontario, to the Agent-General in London or to the Ontario Government office in Glasgow; in British Columbia, to the Agent-General in London; and in Alberta, to the Agent-General in London. There are no free or crown lands in Nova Scotia or Prince Edward Island; but good agricultural land can be purchased at moderate prices. Correspondence about farm lands in Nova Scotia should be addressed to the Agent-General in London, and in Prince Edward Island to the Commissioner of Agriculture, Parliament Buildings, Charlottetown, P.E.I.

CANADIAN PACIFIC RAILWAY LANDS.

The Canadian Pacific Railway, which has already spent over £14,000,000 in colonization and agricultural development in Canada, has been a pioneer in providing favourable terms for the colonization of its lands, particularly in connection with the terms under which its lands have been sold, and, in order to make it as easy as possible for British farmers to establish themselves in Canada, new and attractive terms of sale have been inaugurated. The Company has waiting for the settler over four million acres for selection, consisting of first-class agricultural land situated in a healthy climate within a reasonable access of good markets, railway facilities, etc.

These lands are the pick of the Western unimproved farm lands in Manitoba, Saskatchewan and Alberta, which are being offered for sale on a 35-yearly Amortization or Rental Purchase Plan.

Not only are these lands situated along the line of the Canadian Pacific Railway, but large blocks of excellent fertile land adjacent to other railways are also available and can be obtained from the Company on the same terms.

TERMS OF SALE.

Under this plan all the settler pays down is 7 per cent. of the purchase price, then he will have one-year's free use of the land without any interest chargeable, after which the balance of principal will be amortized on an easy payment plan of thirty-four equal annual payments, which

makes the second payment fall due two years after the purchase of the land ; this instalment and all other instalments are guaranteed never to exceed 7 per cent. of the balance of the cost of the land. For example, on a purchase of 160 acres, costing say, \$3,000, or approximately £600 the down payment will be \$210, or about £42 10s., and the annual payments, commencing at the end of the second year, will be \$195, or roughly £39. At the end of thirty-four years the settler will secure a clear title to the land—unless of course, he wishes to pay sooner, which is his privilege.

When a contract-holder desires to pay the balance owing before the expiration of his contract, the Company will allow 10 per cent. discount in consideration of paying up his indebtedness in full. The concession is extended to cover the entire purchase price in the event of the purchaser being prepared to pay cash in full at the time of purchase.

IRRIGATED FARMS.

In Southern Alberta—a district that is well adapted to mixed farming and where irrigation has been proved to be most beneficial—the Canadian Pacific has developed the largest irrigation project on the American continent, where there is an unfailing supply of water which is administered under the direction of the Government.

These lands are also sold on the Amortization or Rental-purchase plan.

INSPECTION OF LANDS.

The Canadian Pacific does not sell land except to persons who have actually inspected and expressed their satisfaction with that land, and it is therefore necessary for the intending settler to proceed to Canada as early in the spring as possible. The Company will not undertake to select the land, for anyone, but will provide every facility for so doing, and the advice and assistance of expert land assessors are always available.

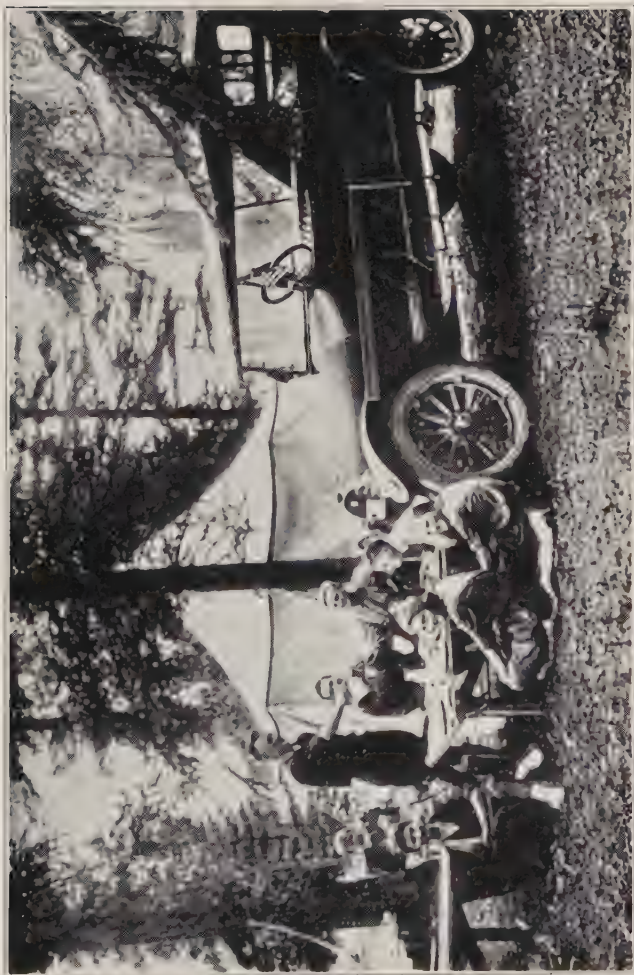
CONDUCTED LAND PARTIES.

The Canadian Pacific arranges conducted land parties each year without extra charge. Reservations are made on Canadian Pacific liners and in Canada the settlers are conducted to the various districts by experienced guides. This increases the comfort of travel and saves the settlers endless worry, time and expense in travelling over parts of the country unsuitable for their requirements.

Further particulars of Canadian Pacific lands, conducted parties, etc., can be secured from the Department of Colonization and Development, Canadian Pacific Railway, 62-65 Charing Cross, London, S.W.1., or from any of the Company's offices or agents in Great Britain.

IMPROVED FARMS.

The Canadian Pacific also has lists of selected improved farms available for settlement in the Maritime Provinces (Nova Scotia, New Brunswick and Prince Edward Island) and in Western Canada ; with the names and addresses



A FAMILY PARTY NEAR BANFF, CANADIAN ROCKIES



ON THE TRAIN IN CANADA. A RE-VISIT TO THE OLD COUNTRY.

of their owners, which may be obtained on application.

DEMAND FOR FARM WORKERS.

On account of the scale upon which farm operations are carried on in Canada, and the rapid development of the country, there is a continual demand for industrious and intelligent farm labour. It should be remembered, however, that farming in Canada is mainly a seasonable occupation; and that a great deal of labour is required in the spring and even more in the autumn, but comparatively little in winter. Labourers who engage only for the crop season—that is, from spring to autumn inclusive—receive a higher rate of wages per month than those who engage on a yearly basis, but they are liable to find themselves without employment during the winter period. Farmers who follow dairying and similar pursuits are usually more able to give year round employment than are grain farmers, and the farm worker, who is, or will become, experienced in the management of dairy cows has a great advantage in securing winter employment.

It will be apparent from the foregoing that the farm labourer should, if possible, arrive in Canada in the early spring with a view to obtaining a full season's employment before the first winter approaches. In no case should he go in the late autumn unless provided with sufficient capital to keep him until spring, or is definitely assured of guaranteed employment during the winter months.

WAGES OF FARM WORKERS.

The great attraction which Canada has to offer the farm labourer is not so much the amount of wages paid as the prospect of becoming an independent farmer on his own account, after gaining a practical experience of Canadian methods and conditions. The latest Dominion Government statistics give the average rate of wage, with board, for male farm help, during the summer season as \$40 per month. The Canadian dollar is equal to about 4s. 2d. British money.

By Provinces the average monthly wages for men, with board and lodging, during the summer season are :—Prince Edward Island, \$28 ; Nova Scotia, \$36 ; New Brunswick, \$35 ; Quebec, \$37 ; Ontario, \$36 ; Manitoba, \$37 ; Saskatchewan, \$43 ; Alberta, \$42 ; British Columbia, \$49. During the harvest season in Western Canada harvesters are paid from \$4 to \$5 per day.

CANADIAN PACIFIC FARM LABOUR SERVICE.

The Canadian Pacific is in communication with Canadian farmers for the purpose of providing them with British farm help, so that the Company is in a position to arrange farm employment to approved settlers before they leave their home. If the applicant has a preference for any part of Canada, he should mention this on the application form, which can be obtained from any Canadian Pacific Office or Local Agent, and every endeavour will be made to comply with his wishes.

The current rate of wages will be paid according to experience, which will in all cases include board and lodging.

During the season a limited number of inexperienced men in farm employment can be placed, provided the applicant is willing and can adapt himself to the conditions of a new country.

Each person will be supplied with an Introduction Card, to be presented to the Company's Central Office in Canada where directed, and on arrival he will be instructed where to proceed to take up his employment. The farmer will be notified of his departure.

Approved applicants proceeding under this scheme may join Canadian Pacific Personally Conducted Parties. Canadian Pacific Colonization Representatives meet all steamers at the port of landing, and facilitate the handling of baggage, passing through the Customs, and render all assistance possible to the settler in making the connection to final destination.

Approved applicants under the Canadian Pacific Farm Labour Service scheme can obtain passage at the reduced fares to Canada.

ARTISANS.

AVERAGE WAGES AND HOURS OF LABOUR.

The Canadian Government does not encourage the immigration of artisans, unless under special circumstances and where employment is assured. In the building trades work is more active in the summer season than during the winter months. In the engineering and kindred trades the chief centres of employment are in the large industrial

cities, such as Toronto, Montreal, Hamilton, Winnipeg, Brantford and London. Nova Scotia, Alberta and British Columbia are the leading coal-mining Provinces. Ontario is the chief mining centre for gold and silver production.

The rates of wages and hours of labour vary in different sections of Canada. Generally speaking, in the Eastern Provinces, the higher rates in the building and engineering trades prevail in Montreal and the cities of Ontario. In the Western Provinces the rates are more or less standardised.

The following table gives the average wages and hours of labour. A cent is about equal to one halfpenny. A dollar (100 cents) is about equal to 4s. 2d.

BUILDING TRADES.

	EASTERN PROVINCES.			WESTERN PROVINCES.		
	<i>Rates.</i>	<i>Hours per week</i>		<i>Rates.</i>	<i>Hours per week</i>	
Occupation.	Cents per hour			Cents per hour		
Bricklayers ..	90-112 $\frac{1}{2}$	44-50		115-125	44	
Carpenters ..	50-90	44-60		75-87 $\frac{1}{2}$	44	
Electrical Workers	50-80	44-46 $\frac{1}{2}$		85-90	44	
Painters ..	57-75	44-49 $\frac{1}{2}$		85-90	44	
Plasterers ..	90-125	44-48		107 $\frac{1}{2}$ -120	40-44	
Plumbers ..	60-100	44-49 $\frac{1}{2}$		80-100	40-44	
Stonecutters ..	75-100	44-48		100-110	44	
Labourers ..	30-65	44-60		35-56 $\frac{1}{4}$	44-60	

ENGINEERING TRADES.

Blacksmiths	.. 50-65	44-59	57-87½	44-54
Boilermakers	.. 50-75	44-58	60-88	44-50
Machinists	.. 45-70	44-58	60-80	44-54
Iron Moulders	.. 50-80	45-54	55-81¼	44-50
Sheet Metal Workers	.. 50-88	44-50	60-100	44-50

MINING.

	<i>Rates per day.</i>	<i>Hours per week.</i>	<i>Rates per day.</i>	<i>Hours per week</i>
Coal Miners	.. \$6½	48	\$6½ to \$7½	48
Other Miners	.. \$4.25 to \$5.52	48	\$4.50 to \$5.30	48-56

COST OF LIVING.

The approximate average cost per week for a family (of five) of twenty-eight staple foods, fuel and lighting, and rent (six-roomed house with modern conveniences) in terms of the average price in sixty cities in Canada is as follows:—

Food, \$10¾; Fuel and Light, \$3¼; Rent, \$7.
Total, \$21.

RETAIL PRICES.

Approximate average retail prices of principal foods are as follows:—

<i>Commodity.</i>	<i>Quantity.</i>	<i>Price Cents.</i>
Beef, sirloin steak	.. 2 lbs.	58
Beef, shoulder roast	.. 2 „	30½
Veal, shoulder roast	.. 1 „	18

<i>Commodity.</i>	<i>Quantity.</i>	<i>Price Cents.</i>
Mutton, leg roast	1 ,,	29
Pork fresh roast, ham	1 ,,	29
Pork, salt	2 ,,	52½
Bacon, breakfast	1 ,,	41
Lard, pure leaf	2 ,,	49
Eggs, fresh	1 doz.	43
Eggs, storage	1 ,,	39
Milk	6 qts.	69
Butter, dairy, solid	2 lbs.	77½
Butter, creamery, print	1 ,,	44
Cheese, old	1 ,,	32
Cheese, new	1 ,,	32
Bread, plain, white, loaf	2 ,,	15½
Flour, family	10 ,,	57
Rolled oats	5 ,,	30½
Rice, good, medium	2 ,,	22
Beans, handpicked	2 ,,	16½
Apples, evaporated	1 ,,	20½
Prunes, medium size	1 ,,	16
Sugar, granulated	4 ,,	33
Sugar, yellow	2 ,,	15½
Tea, black, medium	¼ ,,	18
Tea, green, medium	¼ ,,	18
Coffee, medium	¼ ,,	15½
Potatoes	⅓ bag.	54½

OPPORTUNITIES FOR WOMEN HOUSEHOLD WORKERS.

Canada offers many opportunities of employment and advancement to the right type of woman, the great demand being for household workers. Women trained in housework or willing



UNLOADING MILK TO CREAMERY, VERMILION, ALBERTA



FEEDING THE CHICKENS, BRITISH COLUMBIA.

to learn by experience readily obtain good positions in desirable Canadian households. There is a steady demand for household workers in both city and country. It should be remembered that country houses, as they are known in the Old Country, are not to be found in any great number in Canada. Therefore, girls who accept a post in the country should understand they have taken a situation requiring them to do domestic work as it is done on Canadian farms.

The houseworker most in demand is the trained cook-general, but any girl with a reasonable knowledge of cooking can secure a situation in Canada.

Many hotels in cities and towns are applying for chambermaids. Hospitals, schools and other institutions need women as cooks, kitchen helps, dining-room and ward maids.

Canadian women are in most cases excellent housekeepers themselves, and, provided the houseworker shows herself adaptable to Canadian ways and willing to do a day's work for a day's pay, she is likely to find herself very happy in her new Canadian home.

HOUSEWORK IN THE CITY HOME.

Housework itself is generally easier in the city house in Canada than in Great Britain. The houses are usually warmed by a central heating system, which does away with a large number of fires. All kinds of household conveniences are in use. In many city homes most of the washing is done by an expert woman, who comes one day a week. In the country homes there is

usually a washing machine, which does the work quickly and is easy to manage. The first thing a British woman finds different in Canada is the kitchen stove. In the cities hard or soft coal, wood, gas and electricity are in use, and in the country either coal or wood. The newly-arrived houseworker should at the very first opportunity, preferably at the Canadian Women's Hostel, learn to handle properly a stove or range.

In city employment the houseworker in some homes is required to wear a uniform and occupy servants' quarters. In the vast majority of cases the girl assists in all departments of household service ; cooking, washing, upstairs and parlour work ; and has a separate room for sleeping. The hours of duty in the town homes, of course, vary with the size of the home, the number in the family and other conditions, but as a general rule girls have their afternoon a week and certain evenings off and a minimum of duty on Sunday.

IN THE COUNTRY HOME.

While there is a great demand for houseworkers in the cities, there is an equal need in the country, particularly during the summer. The country household rises earlier than the city ones ; there are not so many conveniences in the home, nor all the attractions that the city offers, but there are other advantages to be considered. The life is more healthful ; although wages may be lower it is easier to save money, and there is much greater social opportunity, as the houseworker is usually able to mingle with other girls in the district on the same footing.

SHEEP FARMING, SASKATCHEWAN





RETURNING FROM THE FIELDS, WESTERN CANADA.

It makes a great difference when work is shared between mistress and maid, as it is on the farms during the busy season, and girls who like country life may be assured that, if they are prepared to give good service, they will receive consideration in every way as far as both comfort and pleasure are concerned.

HOURS OF DUTY.

A girl must work conscientiously in Canada if she hopes to get steady employment. In the cities breakfast is usually between 8 and 9 o'clock, lunch between 12-30 and 2, and dinner between 6-30 and 8. In many cases after the dinner dishes are washed and the kitchen cleared, the houseworker is free to go out if she desires. One afternoon a week and every second Sunday the girl is off, and as a rule she need not return until ten o'clock at night. In country homes the day commences earlier and ends earlier.

WAGES PER MONTH.

The monthly wages outlined below are those usually paid for experienced help, and vary from time to time. The Canadian dollar is equal to about 4s. 2d. Newcomers should not expect the highest rates of wages, at least until they have familiarized themselves with Canadian customs, the use of the telephone, gas or electric stoves, and Canadian money, and other conditions which are different in Canada from those prevailing in the old Country.

NOVA SCOTIA, NEW BRUNSWICK AND PRINCE
EDWARD ISLAND.

The demand in these provinces is for the experienced cook-general, with an occasional house-parlourmaid and waitress. Wages run from \$20 to \$30 for the cook-general, and about \$15 to \$25 for the house-parlourmaid and waitress. House-parlourmaids or waitresses should be assured of situations before sailing unless they are willing to take situations as cook-generals,

QUEBEC.

In the rural districts and small towns in this Province the demand is for the experienced cook-general to whom a monthly wage ranging from \$15 to \$25 is paid.

In the cities of Montreal and Quebec there is a demand at all times for the experienced worker in all branches of housework. Wages range somewhat as follows, but it must be remembered that it is only the thoroughly experienced woman who draws the top wage, and then only after a few months' Canadian experience. Inexperienced girls start at the lowest wages quoted.

Cooks	\$20 to \$50
Cooks-General ..	\$20 to \$45
House-Parlourmaids	\$20 to \$35
Children's Nurse and Nursemaids	\$15 to \$30

ONTARIO.

As Ontario has the largest population of any Province in the Dominion it is very difficult to quote general figures. Demand and wages vary

greatly. In the more sparsely settled districts of Northern Ontario nothing but the general worker is in demand, and the wage would range from \$15 to \$25. In the southern and eastern part of the Province workers are wanted both in small towns and on farms in the fruit-growing districts as well as in such cities as Toronto, Hamilton, Ottawa, and London. In the rural districts around these centres the wage of a cook-general ranges from \$20 to \$30. The following scale gives an idea of the wages paid in city and town homes :—

Cooks	..	\$30 to \$50
Cooks-General ..	..	\$25 to \$45
Housemaids	..	\$20 to \$30
Parlourmaids	..	\$20 to \$35
Children's Nurse and		
Nursemaids	..	\$15 to \$35
Mother's Help ..	..	\$15 to \$25

MANITOBA, SASKATCHEWAN AND ALBERTA.

The demand for houseworkers in these three prairie Provinces, while fluctuating with crop conditions, is, nevertheless, fairly steady. During the spring and summer months several hundred girls can be placed each year in the households on farms. In the cities the demand remains more constant the year through. The demand is for the experienced cook-general, or general maid, and the wage paid ranges from \$20 to \$30, in the rural homes and from \$20 to \$35 in such cities as Winnipeg, Regina, Saskatoon, Calgary and Edmonton.

BRITISH COLUMBIA.

This Province appeals to the worker from the British Isles on account of the similarity of climate, and there is always a demand for the thoroughly experienced cook-general. The wage paid ranges from \$25 to \$40.

HOSTELS FOR WOMEN.

Homes known as Canadian Women's Hostels are provided in the following cities and at the following addresses :—

HALIFAX, N.S.	..	163, Young Avenue.
SAINT JOHN, N.B.		35, Union Street.
MONTREAL, P.Q.		31, Drummond Street, corner of Dorchester.
TORONTO, ONT.	..	72, Carlton Street.
WINNIPEG, MAN.		130, Austin Street.
REGINA, SASK.	..	1839, Lorne Street.
CALGARY, ALBERTA		120, 4th Avenue, West.
VANCOUVER, B.C.		The Y.W.C.A. at 997, Duns- muir Street is acting as a Canadian Women's Hos- tel.
VICTORIA, B.C.		The Y.W.C.A. at 745, Yates Street is acting as a Cana- dian Women's Hostel.

These Hostels are primarily for the housing of Old Country women going out to do housework, but any migrant who desires moderate-priced accommodation will either be accommodated, or, upon application at the Hostels arrangements will be made by the local superintendent to secure her suitable accommodation elsewhere. This system of Hostels was organized by the Canadian Council



WINNIPEG, MANITOBA, WORLD'S GREATEST GRAIN CENTRE.



ON THE CLAN DONALD COLONY, ALBERTA.

of Immigration of Women, but is now under the supervision of the Women's Division of the Canadian Government Department of Immigration and Colonization.

The Hostels are maintained in part by the Dominion and Provincial Governments, and in all of them the first twenty-four hours' accommodation will be free of charge to houseworkers who are seeking engagements; in the Western Hostels forty-eight hours are allowed. Women household workers going to Canada under the Government scheme are maintained in the hostels until their distribution to situations. Each Hostel has its own local board with a fine type of women in charge as superintendent. It is the hope of the committee responsible for the providing of these Hostels that they will be used not only upon arrival, but will serve as real homes for the girls to return to at any time for holidays or for a rest.

SPECIAL FARES FOR HOUSEHOLD WORKERS.

An arrangement has been made between the British and Canadian Governments whereby special third-class fares from £2 upwards, according to destination, will be given to accepted applicants for guaranteed household work in Canada. Full particulars of these fares, and of conducted parties of household workers to Canada under this settlement scheme are given on a previous page.

The Canadian Pacific Railway is co-operating with the British and Canadian Governments in this scheme. Special conducted parties, travel-

ling by Canadian Pacific liners, are arranged for their comfort and convenience.

Further particulars of openings for and placement of women in Canada can be had by application to Mrs. Waite, Women's Branch, Department of Colonization, Canadian Pacific Railway, 62-65, Charing Cross, London, S.W.1.

TEACHERS.

As the demand for teachers from Great Britain varies from year to year, it is always wise for young women wishing to take this work up to make enquiries before giving up posts at home. Such information can be obtained through the Secretary, the Fellowship of the Maple Leaf, 13, Victoria Street, London, S.W.1.

This association is responsible for the sending out and settling each year of many British teachers in all parts of Canada.

EDUCATION IN CANADA.

One of the uppermost considerations in the mind of a head of a family contemplating the step of migrating to a new land is the educational facilities offered to his children.

It may be stated that no country is more actively interested than Canada in ensuring that its children are given every chance and that facilities are provided for an education adequate to equip them to enter upon the work of their later life. Attendance at school is compulsory ; school boards and other corporate bodies exert themselves to see that the law in this respect is carried out ; and in their work they have almost

invariably the active co-operation of the parents of the country. Possibly in no other country does such a large proportion of the nation's youth extend its learning into the secondary grade and the university. Given the active sympathy and early assistance of the parent, no child has greater educational facilities than the Canadian born or raised.

FREE ELEMENTARY EDUCATION.

In all the Provinces the cost of education is defrayed from the public revenue, provincial or local, and public and elementary education is absolutely free. With the exception of Quebec, all the Provinces have laws of compulsory school attendance with uniformity in the training of teachers, text books, and the grading of children. Upon application, the Provincial Government gives immediate financial assistance for the erection of new schools where settlement warrants it, or increased attendance demands a larger edifice. Each year thousands of new schools are built throughout the length of the country, especially in the ever-growing Western Provinces. Assistance in the payments of teachers is given by a system of grants. Nature study, manual instruction, school gardens, domestic science and technical education have been taken up energetically, whilst agriculture, which, after all, is the country's prime interest, forms an important item in the curriculum of all schools.

In the cities and towns of the Dominion, no expense is spared in the erection of handsome spacious school buildings, where health con-

ditions are the prime consideration, and they form no mean part in the aggregate of Canada's fine public structures. Solicitude is exerted in the health and the general welfare of the pupils, in the plans of construction, and medical officers and health nurses supervise the general well-being when they are in operation.

In the rural districts, naturally, where in the first settlement farms are often widely separated, scholastic facilities do not exist in the same perfection, though everything is done by the Education Department to meet the more difficult conditions, and the child of the farmer need not fall far behind his city brother in the progress of learning. The majority of the schools are ungraded, that is, several small classes are taught by one teacher, and the districts are of such dimensions as to make the school house easily accessible from the furthest limits. Fully trained teachers are provided from the provincial normal schools ; attendance is compulsory as in the city ; and the child from the farm receives a sound, practical education which enables him at completion to enter upon the more advanced courses of the high school, or to take up more intelligently and scientifically the industry of agriculture. Not a small percentage of farm children go from the public to the high school, and numbers become graduates of the agricultural colleges and universities.

AGRICULTURAL COLLEGES.

Every Province possesses finely equipped agricultural colleges with up-to-date facilities of



SAILING IS A FAVOURITE RECREATION IN CANADA.



BRITISH FAMILY ON THEIR FARM IN ONTARIO.

scientific farming experts where the most progressive and modern methods of agriculture are taught, and where the degree of Bachelor of Scientific Agriculture is conferred at graduation. As it is impossible for many of the sons and daughters of farmers to attend all the year round and complete the courses, winter sessions are held in every Province, where short courses are given imparting a thorough training to boys and girls over the public school age in intelligent farming and scientific methods, domestic science and other phases of farm work. These courses have proved of immense interest and value and are widely appreciated by agricultural communities, whilst the attendance is yearly increased as the benefits to be derived from these short terms are more fully realized.

There is virtually no limit to educational facilities in the Dominion, and the child, having completed public and high school courses, may go further and has twenty-six universities to choose from—ten in Ontario, four each in Quebec and Nova Scotia, two each in New Brunswick and Saskatchewan, and one each in Alberta, British Columbia, Manitoba, and Prince Edward Island. Through the Rhodes Scholarships these young Canadians have the opportunity of entry into the colleges of Oxford, fostering the Imperial union and continuing their scholarships with students from every part of the globe. Some of the Canadian universities, notably McGill at Montreal, and Toronto at Toronto, have won world-wide reputations and furnished European universities with professors.

PUBLIC WORSHIP.

The utmost religious liberty prevails in Canada. All the leading Christian denominations are represented, but there is no state Church and no form of compulsory taxation for the support of any denomination. The leading religious bodies contribute financial assistance toward their congregations in the more unsettled districts. Sunday is observed as a day of rest and recreation, all ordinary forms of labour being discontinued. Church buildings are erected even in the smallest villages and also in the better settled rural communities. Where churches are not available the public school buildings are used for religious gatherings of all denominations upon terms of entire equality.

WEALTH AND TAXATION.

The average of wealth per head in Canada is greater than that of the United States, Great Britain, or any of the other overseas Dominions.

Taxes in Canada, for all purposes, Federal, Provincial and Municipal, are lower per head than the similar taxes in Great Britain.

A small taxation is imposed to supplement the Government grant towards education and public improvements, but the rate is such that it does not bear heavily upon the settler in Canada. No taxes are charged on his improvements; his buildings, machinery, live-stock, and personal effects are also exempt from taxation. He pays taxes on his land only, and even that taxation is very light. The money is spent under

the direction of the settlers themselves, through the municipal councils which they elect.

Records show the consistent and rapid increase of car ownership in Canada. In 1907 there were only 2,130 cars in the entire country, and in 1910, 8,697. In the past ten years the number of Canadians who own cars has increased by over 700 per cent., and in the past five years by nearly 100 per cent.

SPORT AND RECREATION.

The same zeal which Canadians display in their work is shown in their recreation, and Canada is exceptionally well endowed with facilities for both summer and winter sports. It is ideal for camping, canoeing, fishing, and other summer recreations, and in the winter season ski-ing, curling, ice hockey, tobogganning and snowshoeing may be indulged in to the heart's content. Baseball is a popular game and Association and Rugby football have many adherents.

TRANSFER OF MONEY.

It is unwise to travel with large sums of money. A safe and convenient way is to furnish yourself with Canadian Pacific Express Money Orders, or Travellers' Cheques.

Canadian Pacific Express Money Orders are payable in Canadian currency throughout the whole of Canada. Travellers' Cheques are issued in denominations of \$10, \$20, \$50, \$100, and \$200. For large sums Unlimited Cheques are the more suitable. They are payable for any

amount drawn on the principal towns in Canada. Should Orders or Cheques be lost or stolen, the Company will make a refund, or issue New Orders or Travellers' Cheques.

Canadian Pacific Express Money Orders, Unlimited Cheques, or Travellers' Cheques are obtainable from any Canadian Pacific Office or Agency. Identification is by signature.

CANADIAN MONEY.

CURRENCY.—In Canada, the currency used is known as the decimal system, that is, dollars and cents. This currency is very readily understood and after a little practice the former resident of the Old Country has no difficulty in computing his finances by the Canadian standards. The coins in general use in Canada with their approximate value in English money are as follows:—

1 cent piece,	approximate value	$\frac{1}{2}$ d.
5	„ „ „	$2\frac{1}{2}$ d.
10	„ „ „	5d.
25	„ „ „	1s.
50	„ „ „	2s.

There are one hundred cents in the dollar. Paper currency is largely used, the principal denominations being the dollar bill, two dollar bill, five dollar bill, ten dollar bill and twenty dollar bill. The pound sterling at par value is equal to approximately four dollars and eighty-six cents Canadian money. The Canadian dollar is equal to about 4s. 2d. in British currency.

PORTS OF LANDING.

Third-class passengers sailing from the British Isles between the middle of April and the

middle of November land at Quebec. Cabin passengers may remain on the boat until arrival at Montreal.

During the winter months passengers for Canada by the Canadian Pacific land at Saint John, New Brunswick. From this port of landing passengers proceed by train to their destinations.

RAILWAY DISTANCES IN CANADA.

The following are the distance in miles and the regular time spent in travelling between the points mentioned. The distance from Quebec to Montreal is 172 miles and the time 5 hours. From Saint John, N.B., to Montreal, the distance is 481 miles; the time, 18 hours. From Halifax, N.S., to Montreal, the distance is 836 miles; the time, 1 day 3 hours.

From	To	Distance. Miles.	Time.	
			Days.	Hours.
Montreal	Ottawa, Ont.	111	—	3
„	Toronto, Ont.	338	—	10
„	Fort William, Ont.	992	1	12
„	Winnipeg, Man.	1,412	2	—
„	Regina, Sask.	1,769	2	10
„	Saskatoon, Sask.	1,879	2	14
„	Prince Albert, Sask.	1,991	3	1
„	Calgary, Alta.	2,244	3	7
„	Edmonton, Alta.	2,205	3	12
„	Vancouver, B.C.	2,886	4	10
„	Victoria, B.C.	2,965	4	15

HINTS FOR THE VOYAGE.

Provide warm clothing for the voyage, as cool weather may be met with even in the summer

months. It is quite unnecessary to provide a large stock of clothing, because clothing of all kinds, suitable to every season of the year, can be obtained in Canada. Before leaving the steamer in the summer time, put on light clothing and underwear for travelling on land. It is likely to be warm on the train. In winter the railway carriages are kept comfortably warm.

Much trouble will be avoided by putting all the personal effects and clothing not actually wanted for use on the voyage in boxes or trunks labelled "Not Wanted on Voyage," and plainly addressed with the name and final place of destination. Articles put in a box labelled "Wanted on Voyage," should be limited to actual necessities. Tin trunks are about the worst things to use; they are so easily bent, and the locks wrenched apart, while the iron-bound or basket trunk is decidedly the best, being not easily broken and also lighter to carry. A strong hamper covered with coarse canvas is not expensive and is most durable. Settlers should not burden themselves with too much luggage, but should take the most serviceable things that take up the least space. It is wise to pack articles which cannot be placed in the ordinary trunk in plain deal cases fitted with padlock and key and screwed (not nailed) down to facilitate inspection by the Customs Officers in Canada.

BAGGAGE.

In Canada the word used for luggage is baggage. After the ship docks at the Canadian port, your baggage that you do not want to take with you



THE FURNACE FOR CENTRAL HEATING IN THE BASEMENT
OF A CANADIAN HOUSE.



A CANADIAN STOVE.

on the train will be placed on the dock. As soon as you have passed the immigration and medical inspection and secured your railway ticket, you will go down to the baggage room at the dock and identify your own baggage which will be placed under the initials of your surname. When identifying your baggage you should take your ticket, if you are not already in possession of it, as the railway authorities will require it before they can check your baggage.

You will be given a check for your baggage after it has been examined in a customs office (make sure you get your baggage check) and you do not need to trouble about it any further as the railway officials will place it in the baggage car, and transfer it at any necessary points. It will reach the destination marked on your ticket at, or about, the same time as you do. On Canadian railways 300 pounds weight of luggage is allowed free to each adult settler, travelling tourist or colonist class to all points in Manitoba, Saskatchewan, Alberta and British Columbia, and 150 pounds weight for each child under 12 years of age. To all points in the other Provinces, that is, east of Manitoba—only 150 pounds weight of baggage is allowed free for each adult, irrespective of the class of ticket held, and half that weight for each child under 12 years of age. In Canada the size of the piece of baggage is limited to 250 pounds. Excess in weight is charged according to distance.

SETTLERS' EFFECTS FREE OF DUTY.

Settlers' effects which are allowed into Canada

free of duty consist of wearing apparel, household furniture, books, implements and tools of trade, occupation or employment, guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts and other vehicles and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment or for sale; also books, pictures, family plate or furniture, personal effects and heirlooms left by bequest; provided that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after 12 months' actual use in Canada.

TRAFFIC REGULATIONS.

The newcomer to Canada should remember that all street traffic keeps to the right, not to the left as in the Old Country. Street cars or trams are always boarded on the right-hand side of the street.

RAILWAY JOURNEY IN CANADA.

MEALS ON THE TRAIN.

If you have a long distance to travel to your destination from the port at which you land, you will be a considerable time on the train. You may obtain meals while travelling in three ways: (1) at various station restaurants en route. The train stops for twenty minutes for this purpose, and a hurried meal can be obtained. (2) By purchasing a supply of food and carrying

it with you on the train. (3) By purchasing meals in the dining-car, which is attached to all through main line trains.

Lunch baskets containing good food may be purchased at Government-controlled prices in the Immigration Building at port of arrival. The Immigration Officer will be able to give you information about this. You are warned that if you are not in a financial position to patronize the dining or restaurant-car, you should buy a sufficient food supply for the journey. You will be able to make your own tea on the train, as a cooking-stove is provided for the use of travellers. It would be wise to provide yourself with a small teapot, cup and saucer, spoon, knife, tin-opener, small pillow and rug, soap and towels.

SLEEPING ACCOMMODATION ON THE TRAIN.

On long journeys, when the trains travel day and night, it is necessary to provide sleeping accommodation.

The settler who is not travelling under the scheme for reduced third-class fares may journey in three ways, namely : third-class (or colonist), second-class (or tourist), first-class (standard sleeper cars).

THE COLONIST CAR.

The Colonist (third-class) sleeper consists of comfortable seats which for the night may be let down to form beds. There is, however, no bedding provided in this car, and the settlers who travel thus must provide some rugs or blankets to lie on, and also something to use as bedding. Curtains

may be hung round a berth at night, thus securing privacy. Smoking is not permitted in that part of the car which the women and children use. There is a range, or stove, provided for heating any article such as tea, coffee, tinned meats, etc., for meals.

TOURIST CARS.

Tourist sleepers are equipped with all bedding and other appointments for a sleeping car. There is a porter in charge of the cars, who makes up the beds at night, puts them away in the daytime, and keeps the car clean. There is a range, or stove, provided for heating any articles such as tea, coffee, tinned meats, etc., for meals.

To travel tourist, or second-class, it is necessary to book a second-class railway ticket through to your destination in Canada, and to pay an additional charge for the sleeping accommodation.

Reservation of Tourist sleeping berths are made by the Canadian Pacific's Ticket Agent aboard the steamer or on arrival at the port of landing, when payment for same must be made. This is not done at the office where passage is booked.

Each sleeping berth is large enough for two. The accommodation is divided into lower and upper berths, the latter being slightly deeper than the former. Passengers holding Colonist (third-class) tickets cannot travel in Tourist car unless they pay difference between Colonist and Tourist fares, as well as additional charge for sleeping berths.

STANDARD FIRST-CLASS SLEEPERS.

The first-class (standard) sleeping cars are provided for those who desire extra comfort. In this instance it is necessary to take a first-class railway ticket and to pay an additional charge for sleeping accommodation. The same remarks apply here regarding reservation of berths, compartments, and drawing-rooms, etc., as that given under the heading of Tourist second-class sleepers, also as to the payment of same.

IMMIGRATION HALLS.

For the temporary accommodation of settlers and their families free lodging, with every facility for cooking, washing, etc., is provided for seven days or longer, if necessary, at immigration halls located at the following interior points :

Manitoba—Winnipeg.

Saskatchewan—North Battleford and Prince Albert.

Alberta—Edmonton, Athabasca, Edson, Grand Prairie, Peace River and Spirit River Station.

The Canadian Pacific Railway conducts a commodious immigration hall at Winnipeg.

REMEMBER

that adaptability and willingness to learn the methods followed in Canada on the farm, in the household, and in the workshop are two secrets of success. Canadians and your fellow-settlers with experience will always be glad to assist you.

An eminent authority on Canadian settlement, addressing a party of young men proceeding to Canada recently, said :—

“ With these three assets—youth, health and courage—you will be wonderfully equipped for your career in Canada. There is also ambition, but no hope can be realised without effort. Work is the open sesame to success. Refrain from criticism. If you are told to do a certain thing in a certain way do it, whatever your own belief may be, and remember that in Canada hard work leads to independence. Along that road lies the golden opportunity of becoming your own master, and the assurance that those who may become dependent upon you will be provided with comfort.”

It is good advice and a cheering message.



Canada's Western Province.

British Columbia offers good prospects to all who possess a modest capital or income.

Amongst the numerous industries of the Province are those of Dairying, Stock-raising, Fruit Growing, Poultry and Fur Farming and Seed and Bulb Culture.

Moderate income Tax. Reasonable rents. Agreeable social and living conditions. Abundance of sunshine and excellent sport may be enjoyed in

BRITISH COLUMBIA

Literature and information may be obtained by application to :—

F. A. PAULINE.

Agent-General for British Columbia,
British Columbia House, 1-3 Regent
Street, London, S.W.1

If You are Going to Canada, Go to ALBERTA

*One of the young western provinces—
grow up with the country—share
its development.*



EMPLOYMENT guaranteed for experienced farm workers, also inexperienced men prepared to undertake farm work.

Openings for experienced farm families.

Agricultural Training Scheme for young men, 17 to 25 years—tuition free—board, etc., at cost during training—employment guaranteed.

Training Scheme for women as household helps in selected farm homes—tuition free—board at cost during training—employment guaranteed.

Assisted Passages.

LANDS. Free homestead lands available. Virgin land in good settlements at low prices. Partially improved farms can be acquired.

ENQUIRE ABOUT THE PEACE RIVER DISTRICT.

The life experience of an Alberta farmer is
at your service.

Address enquiries:

ALBERTA GOVERNMENT OFFICES,
Trafalgar Buildings, 1 Charing Cross,
London, W.C. 2.

ONTARIO

CANADA.

ONE OF THE MOST BEAUTIFUL, PROSPEROUS,
AND PROGRESSIVE COUNTRIES WITHIN THE
BRITISH EMPIRE.

.....

The Agent General for Ontario
invites applications from intending
Settlers of the following classes who
desire a guarantee of employment
in Ontario.

- (1) Experienced Unmarried Farm Workers ;
- (2) Suitable young men, without agricultural experience,
who are accustomed to manual labour ;
- (3) Lads between 15 and 19, to learn farming ;
- (4) Experienced Single Women Household Workers.

.....

REDUCED FARES for HOUSEHOLD WORKERS—
only £3 10s. to Toronto.

.....

FREE PASSAGES for approved BOY FARM
LEARNERS, between 15 and 19 years of age.

.....

SITUATIONS GUARANTEED
to all approved applicants.

.....

*For Application Forms, and further Free Information
about Ontario, apply to :—*

The Ontario Government Office

163, STRAND, LONDON, W.C.2.

Branch Office: 111, UNION STREET, GLASGOW,
or Local SHIPPING AGENTS.

Nova Scotia

Offers Special Advantages to the following Classes:—

Those with INDEPENDENT INCOMES wishing to form new homes in a country where they will find similar social conditions to those obtaining in the United Kingdom. Taxes light, University Education at moderate Fees.

FARMERS and FRUIT GROWERS with adequate resources.

MARKET GARDENERS with capital.

EXPERIENCED FARM WORKERS.

CAPABLE EXPERIENCED DOMESTIC SERVANTS
with good references.

£2 Ocean Fare.

Granted to approved Married Farm Workers. Capable Domestic Servants.

£10 Ocean Fare.

Available to Settlers irrespective of intended occupation in Canada.

NOVA SCOTIA

is the nearest Canadian Province to Great Britain, and being the oldest established, settlers are not subject to the hardships of pioneer life. It possesses a healthy and equable climate, fertile soil, good markets, beautiful scenery, with good social surroundings, and educational facilities.

For full particulars apply to:—

The AGENT GENERAL for NOVA SCOTIA,
2, Cockspur Street, London, S.W. 1.

QUEBEC'S CALL

QUEBEC is Canada's largest Province, 18% of the Dominion, larger than 5 United Kingdoms.

Its birth-rate is the highest in Canada (36.25 per thousand living), and its population has increased from 1,648,898 in 1901 to over 2,500,000 in 1921.

It has practically unlimited water-power available for the establishment of industries and commands the whole oceanic inland navigation of Canada through the St. Lawrence River. The City of Montreal (Greater Montreal pop. 1,300,000) situated at its head, is the largest exporting centre of Canadian manufactured products, as well as the metropolis of Canada, being the chief town of Quebec.

Among other manufacturing and commercial Quebec towns are Quebec City (pop. tributary territory 165,000), Three Rivers (pop. tributary territory 37,000), Sherbrooke (pop. 30,000) St. Hyacinthe, Drummondville, Chicoutimi, Arvida (Saguenay), etc. All offer advantages for industrial purposes.

Quebec's mining industry and possibilities are of the highest order. It supplies 85% of the world's total production of asbestos. Other minerals: Mica, Copper, Silver, Gold, Feldspar, Magnesite, Zinc, Magnetic Iron, etc.

BIG THINGS IN QUEBEC.

Quebec possesses the world's largest pulp-wood resources (leads all other provinces in pulp-wood production, more than half of Canadian total). It has also the largest pulp-mill in the world.

Montreal—its chief metropolis—has the world's largest grain conveying system.

Quebec has the largest inland port in the world, and the second largest port in North America—Montreal.

Canada's new Quebec bridge span is longest of its type.

Quebec has the biggest hydro-electric dam in the world—the Gouin Dam on the St. Maurice River—with a capacity double that of the Assuan Dam on the Nile.

For further information concerning QUEBEC, write or apply to the AGENT-GENERAL, QUEBEC GOVERNMENT Office, 2, Cockspur St., Trafalgar Sq., LONDON, S.W.1

Nova Scotia

*Offers Special Advantages to the
following Classes:—*

Those with INDEPENDENT INCOMES wishing to form new homes in a country where they will find similar social conditions to those obtaining in the United Kingdom. Taxes light, University Education at moderate Fees.

FARMERS and FRUIT GROWERS with adequate resources.

MARKET GARDENERS with capital.

EXPERIENCED FARM WORKERS.

CAPABLE EXPERIENCED DOMESTIC SERVANTS with good references.

£2 Ocean Fare.

Granted to approved Married Farm Workers. Capable Domestic Servants.

£10 Ocean Fare.

Available to Settlers irrespective of intended occupation in Canada.

NOVA SCOTIA

is the nearest Canadian Province to Great Britain, and being the oldest established, settlers are not subject to the hardships of pioneer life. It possesses a healthy and equable climate, fertile soil, good markets, beautiful scenery, with good social surroundings, and educational facilities.

For full particulars apply to:—

The AGENT GENERAL for NOVA SCOTIA,
2, Cockspur Street, London, S.W. 1.

QUEBEC'S CALL

QUEBEC is Canada's largest Province, 18% of the Dominion, larger than 5 United Kingdoms.

Its birth-rate is the highest in Canada (36.25 per thousand living), and its population has increased from 1,648,898 in 1901 to over 2,500,000 in 1921.

It has practically unlimited water-power available for the establishment of industries and commands the whole oceanic inland navigation of Canada through the St. Lawrence River. The City of Montreal (Greater Montreal pop. 1,300,000) situated at its head, is the largest exporting centre of Canadian manufactured products, as well as the metropolis of Canada, being the chief town of Quebec.

Among other manufacturing and commercial Quebec towns are Quebec City (pop. tributary territory 165,000), Three Rivers (pop. tributary territory 37,000), Sherbrooke (pop. 30,000) St. Hyacinthe, Drummondville, Chicoutimi, Arvida (Saguenay), etc. All offer advantages for industrial purposes.

Quebec's mining industry and possibilities are of the highest order. It supplies 85% of the world's total production of asbestos. Other minerals: Mica, Copper, Silver, Gold, Feldspar, Magnesite, Zinc, Magnetic Iron, etc.

BIG THINGS IN QUEBEC.

Quebec possesses the world's largest pulp-wood resources (leads all other provinces in pulp-wood production, more than half of Canadian total). It has also the largest pulp-mill in the world.

Montreal—its chief metropolis—has the world's largest grain conveying system.

Quebec has the largest inland port in the world, and the second largest port in North America—Montreal.

Canada's new Quebec bridge span is longest of its type.

Quebec has the biggest hydro-electric dam in the world—the Gouin Dam on the St. Maurice River—with a capacity double that of the Assuan Dam on the Nile.

For further information concerning QUEBEC, write or apply to the AGENT-GENERAL, QUEBEC GOVERNMENT Office, 2, Cockspur St., Trafalgar Sq., LONDON, S.W.1

CANADIAN PACIFIC

To CANADA for £10

Special Reduced Ocean Fare

ARRANGEMENTS have been completed by the British Government to provide for a special ocean fare of £10 to be available for persons proceeding to Canada for permanent settlement there.

This special fare will be available to all persons of British nationality resident in Great Britain and Northern Ireland who are proceeding to Canada with the declared intention of taking up permanent residence there.

The fare applies irrespective of occupation.

There are no special regulations. Passengers travelling at the £10 fare will be treated in every way as full fare-paying passengers, and as such will only require to complete the usual Canadian Declaration Form and pass Canadian Medical Examination.

Passengers must be physically and mentally fit, and should have sufficient funds in their possession to maintain themselves until employment is secured.

Assured Farm Employment can be provided if desired.

Half fare will apply for children aged one and under ten years. For infants under one year the fare will be £1.

The Special Fare is not applicable to Tourists or Visitors, Returning Canadians, or passengers proceeding to the United States of America.

REMEMBER.—The £10 fare is available by any Canadian Pacific Liner. Canadian Pacific Liners sail every week from Southampton, Liverpool, Glasgow, and Belfast. They connect with Canadian Pacific Railway trains to all parts of Canada.

All the largest and fastest steamers to Canada sail under the Canadian Pacific flag.

On all Canadian Pacific steamers special attention is always paid to the comfort of passengers travelling Third Class.

Under the Empire Settlement Act still lower fares are available for Families going out to farm, Girls and Women houseworkers, and certain others to whom special rates apply.

For further particulars apply :

Canadian Pacific

at their NEAREST OFFICES

(See List on following Page)

Or LOCAL AGENTS

Travel Canadian Pacific— The Easy Way to Canada

From your earliest inquiry until
you are safely and happily
settled in Canada you can rely on

Canadian Pacific Service

To reach Canada by the Easy Way, with the advantage
of genuine experienced advice and really helpful assistance
from the start, you cannot do better than place yourself
in the hands of the

Canadian Pacific

ASSISTED PASSAGES ARRANGED

Applicants directed to farm or
domestic employment if desired

*Especial attention paid to
the comfort of Women and
Children on their journey*

FOR FURTHER PARTICULARS APPLY :

CANADIAN PACIFIC RAILWAY

62-65 Charing Cross	..	..	LONDON, S.W.1
Royal Liver Building	..	..	LIVERPOOL
18 St. Augustine's Parade	..	..	BRISTOL
Canute Road	..	..	SOUTHAMPTON
4 Victoria Square	..	..	BIRMINGHAM
103 Leadenhall Street	..	..	LONDON, E.C.3
25 Bothwell Street	..	..	GLASGOW, C.2
88 Commercial Street	..	..	DUNDEE
41-44 Victoria Street	..	..	BELFAST
31 Mosely Street	..	..	MANCHESTER

or Local Agents Everywhere

“The Easy Way to Canada for Girls”

You step off a Canadian Pacific Liner on to a Canadian Pacific Train—It's Easy!

Canadian Pacific Service

In the Interests of Girls and Women
proceeding to Canadian Destinations

**CAN BE RELIED UPON FROM YOUR EARLIEST
ENQUIRY UNTIL YOU ARE SAFELY AND
HAPPILY SETTLED IN CANADA.**

For information and helpful
advice directing you to an
assured position at good
wages, in Canadian household
employment apply to the

Canadian Pacific Women's Branch

Mrs. E. WAITE

(Supervisor),

**62-65, Charing Cross (Trafalgar Square),
LONDON, S.W.1.**

District Representatives.

LONDON	62-65, Charing Cross	Mrs. R. Mackintosh
LIVERPOOL	Royal Liver Building	Miss O. A. Sinclair
GLASGOW	25, Bothwell Street	Miss M. N. Young
BRISTOL	18, S. Augustine's Par.	Miss C. M. Norton
BELFAST	41-44, Victoria Street	Miss A. Kellett

Frequent Personal visits to meet and
advise girls and women interested in
Canada are made by Mrs. WAITE, or
her representatives to Canadian Pacific
offices at—

BIRMINGHAM, 4, Victoria Square
MANCHESTER, 31, Mosley Street
SOUTHAMPTON, Canute Road

and at the offices of Canadian Pacific Agents in cities and
towns throughout the country. If you cannot call, Advice
and Information gladly given by letter through any of the
above addresses, or through your nearest Canadian Pacific
Agent.

IF YOU ARE BOUND FOR CANADA

the easy way of booking is

CANADIAN PACIFIC



STEAMERS — HOTELS — TRAINS

ALL THE WAY.
ONE SERVICE
OCEAN & RAIL.
from Europe to all
parts of Canada.

For safety of Funds
when travelling carry
Canadian Pacific Express
Travellers' Cheques.

For fares and sailings apply—

CANADIAN PACIFIC

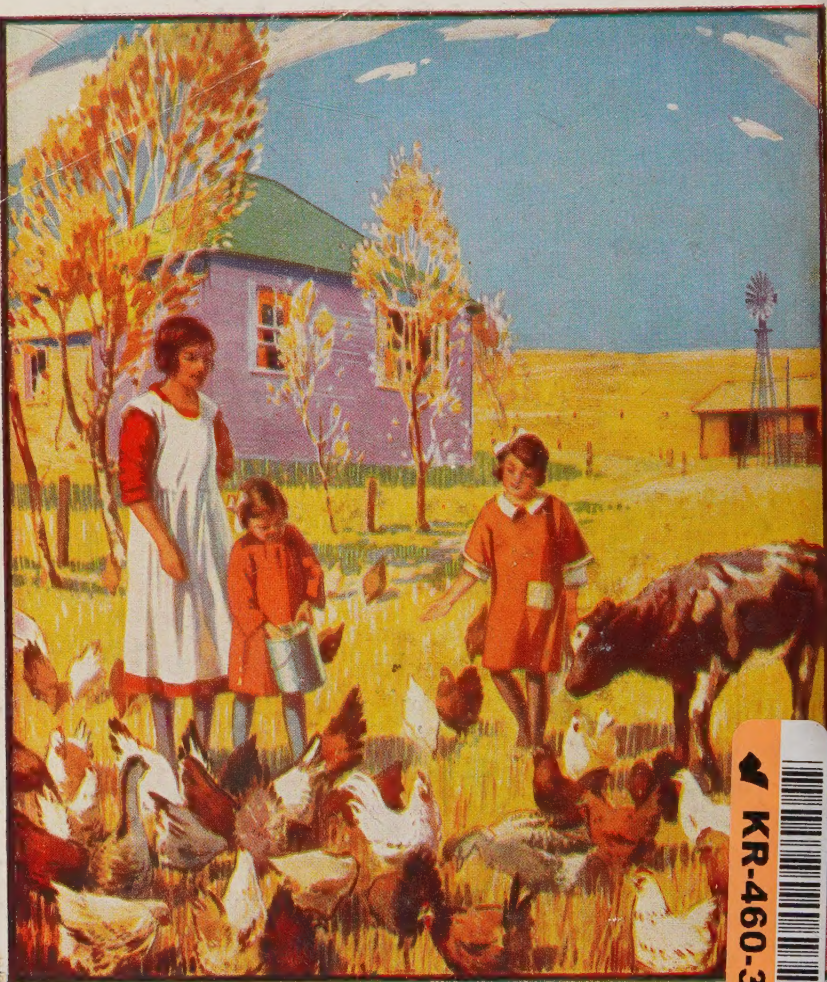
62-65 Charing Cross... LONDON, S.W.1
103 Leadenhall St. ... LONDON, E.C.3
Royal Liver Building .. LIVERPOOL
18 St. Augustine's Parade .. BRISTOL
25 Bothwell Street ... GLASGOW, C.2

88 Commercial Street..... DUNDEE
4 Victoria Square.... BIRMINGHAM
31 Mosley Street ... MANCHESTER
41-43 Victoria Street..... BELFAST
Canute Road SOUTHAMPTON

10 Westbourne Place, COBH.

OR LOCAL AGENTS, EVERYWHERE

CANADIAN SETTLERS' HANDBOOK



BY
KEITH MORRIS

❖ KR-460-323

